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BRITAIN'S MOTOR SPORTING WEEKLY

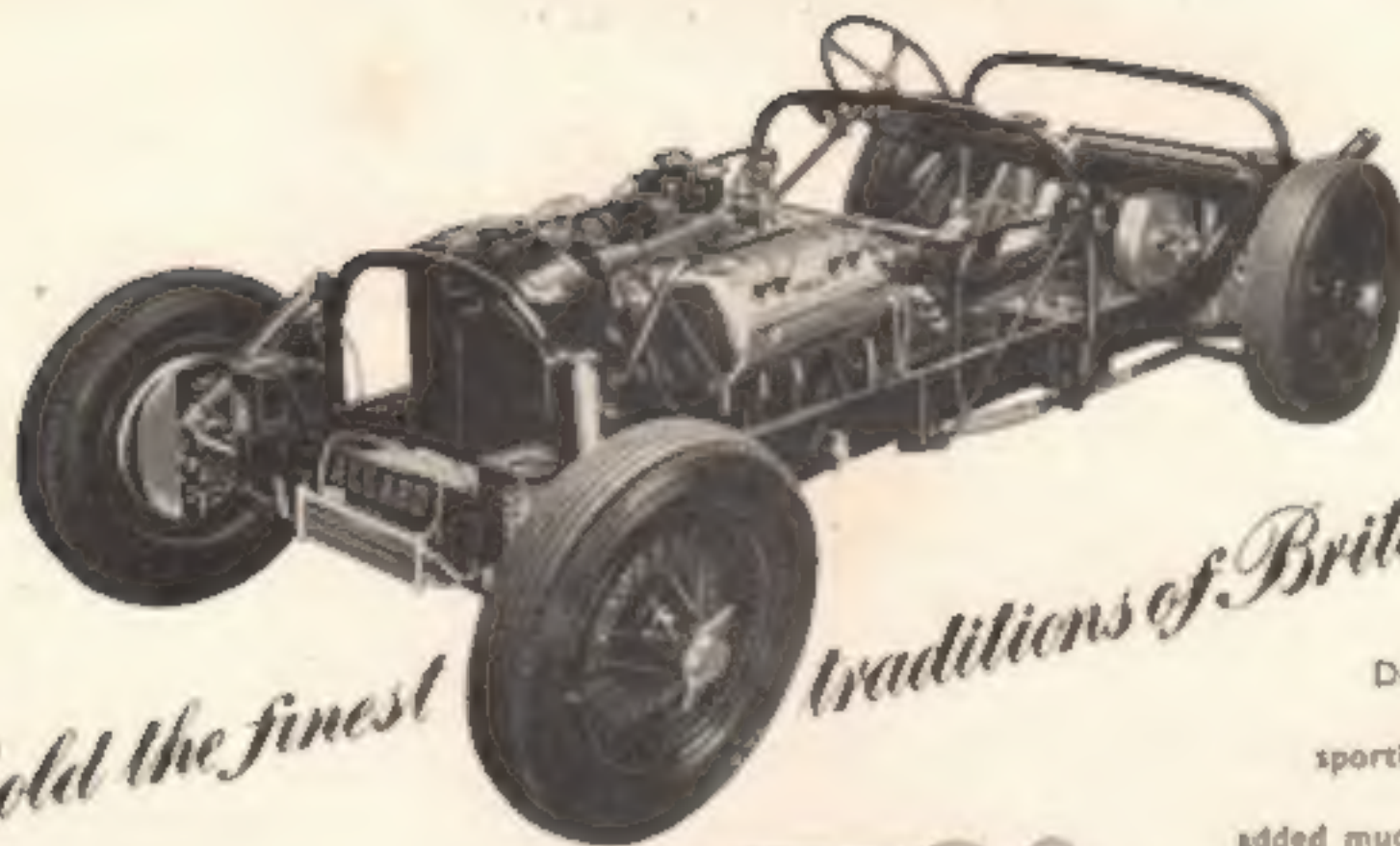
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COOLED "FLAT FOUR"**
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**THE
"JESTY" EXPERIMENT**
Russell Lowry — John
Bolster — Philip Smith
Wilson McComb

Vol. 2 No. 8
February 23, 1951

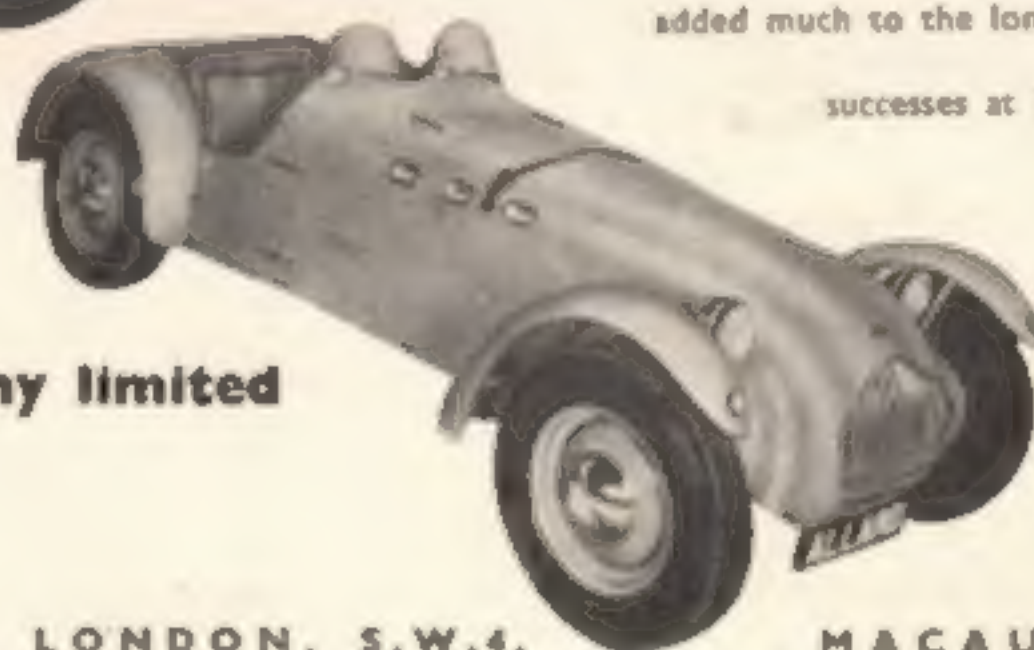




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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

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February 23, 1951

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EDITORIAL

FROM 1st January, 1954, Formula I will embrace unsupercharged cars of up to 2,500 c.c., and up to 750 c.c. supercharged. This means that the B.R.M. has only three short seasons in which to prove its worth, and during this period its sponsors will have to be busy developing a machine for the next formula. Naturally, if the V-16 engine proves satisfactory, there is a strong argument to produce a 750 c.c. V-8! Whether or not an unsupercharged 2½-litre car can be made to go faster than a blown ½-litre remains to be seen. After all, the famous o.h.c. Austin—an extremely heavy machine by today's standards—never reached its ultimate development. The same was true of the R-type M.G. when the concern abandoned its racing programme.

Undoubtedly most of the data relating to the late T. Murray Jamieson's wonderful "Mighty Atoms" still exist, and there must be little that the experimental departments of the Austin Motor Co., Ltd., and the M.G. Car Co., Ltd., do not know about supercharged "750s". Also the H.W.M. and Alta people are gathering valuable information on medium capacity, unsupercharged racing engines.

Whichever way one looks at it, the next Formula I provides British automobile engineers with the chance of a lifetime—an opportunity that should be grasped with both hands!

.

FORMULA 3 is in grave danger. Next October, the F.C.S.I. meets to discuss the advisability of dropping the present 500 c.c. formula, and adopting one of 750 c.c. designed specifically to discourage cars using motor-cycle engines and transmissions. Apparently the C.S.I. does not care a "tinker's cuss" for the cost of cars built to its formula, and in any case both France and Italy are reported to be disgruntled by the lack of suitable 500 c.c. racing engines in both countries—M.V., Gilera and Guzzi are not readily available to car constructors! France has Renault, Panhard and Simca, whilst Italy has several "750s" developed for sports-car racing.

It would be a frightful blow to 500 c.c. enthusiasts if the present formula were to be abandoned; and this form of racing revert to a purely National status.

We must do everything in our power to continue a class that supplies some of the best racing to be seen on any circuits.

OUR COVER PICTURE

BOB GERARD: The E.R.A. exponent's reputation for steady driving tends to cause one to overlook the fact that the Leicester man is one of the fastest corner-artists in motor-racing. This shot shows him approaching a corner at Castle Combe.



Pit and Paddock

NEXT week, John Bolster will deal with his recent road test of the DB2 Aston Martin.

PROPOSAL to organize a World's Hill-Climb Championship will be discussed by the C.S.I. towards the end of the season.

LESLIE ONSLOW BARTLETT will probably co-drive with Roy Clarkson in a 2.3-litre Ferrari in the Tulip Rally, and also the "Alpine".

PAU G.P. (26th March) is expected to see the debut of the new 1½-litre, twin-o.h.c. Gordini-Simca. The C.T.A.-Talbot will not be ready.

ROBIN JACKSON and Francis Beart will shortly join forces to produce special bits and pieces for Norton engines. Formula 3 fraternity should be interested.

RECENT announcement that Castrol will move into premises formerly occupied by dress-designer Molyneux, does not necessarily mean that mannequins will be retained to add glamour to the Grosvenor Street offices.

FARINA has kicked up a shindy concerning his treatment in being forced off the Mercedes team. He has lodged an official protest against the Argentine A.C., with the Commission Sportive of the Italian A.C.

IF A. C. Westcott (Pilot), who did not complete the course in the "Boulogne-Dunkirk G.P." after the Monte Carlo Rally, would return the 2-gallon petrol can he borrowed, the Reece cousins would be more than delighted.

RAY MERRICK, Alan Rippon, Austen May, Alan Brown and Eric Brandon (all Mark V Coopers) are amongst British acceptances for the Luxembourg G.P. on 3rd May. Incidentally Rippon's last year Cooper has been acquired by Bill Ferguson, who is taking it to Malaya.

PHILIP FLOWER, that wonderful J2 Midget exponent of pre-war days, passengered John Jesty in the latter's Allard in the George Hartwell Trophy Trial last Sunday. Flower, despite not having the use of his legs, was one of the top-flight trials drivers of all time. He is contemplating giving the J2 an airing in the near future.

BETTY HAIG, with Barbara Marshall as navigator, will pilot a Mark II TD M.G. in the Paris-St. Raphael Rally, which starts on 27th February. Other noted entrants are: Mrs. Eleanor Allard (Allard), Mrs. Averil Scott-Moncrieff (Bugatti S.), Mrs. Nancy Mitchell (H.R.G.), and French specialists, Mesdames Roualt, Gordine and Simon (Simcas).

JAVELINS took 1st, 8th, 10th and 16th places in the recent Stockholm Winter Trial. There were over 80 entries for this important Swedish event, which was of 500 kilometres, with a 50 k.p.h. average speed. Victor was Sven Servais, well-known Swedish competition driver.

BUGATTI plan to go into production with the Type 100 and a re-vamped, aerodynamic version of the Type 57, which will eventually be replaced by the Type 101 (1,600-1,700 c.c., 4-cylinder, supercharged). The "100" is also a "four": has twin-o.h.c., 3.3-litres, about 170 b.h.p., and a 5-speed gearbox.

BIG B.R.D.C.-Daily Express Silverstone International meeting on 5th May, includes a 500 c.c. event, a couple of One Hour Production Car races, and the International Trophy race (two heats and a final). Tickets can be obtained from the Daily Express Trophy Offices, Fleet Street, London, E.C.4.

GOODWOOD on 26th March is an all racing car meeting. Events are:—The Earl of March Trophy (500 c.c.), Lavant Cup (1,000 c.c. S and 2,000 c.c. U/S), Chichester Cup (Formule Libre), Richmond Trophy (Formula 1) and Easter Handicaps. All races are five laps, with the exception of the Richmond Trophy, which is 12 laps. Racing starts at 1.30 p.m. Book now from the B.A.R.C., 55 Park Lane, London, W.1 (Grosvenor 4471-2).

JACKIE MASTERS would like to correct impressions that the dates of the 1951 M.C.C. 1,000 Miles Rally have yet to be fixed. This important event will take place from 6th to 10th November, and is so listed in the R.A.C. National Calendar.

ROYAL SHOW: The King and Queen have consented to be patrons, and Princess Elizabeth and the Duke of Edinburgh vice-patrons, of the Cycle and Motor-cycle Show at Earls Court, from 10th to 17th November, 1951. Incidentally, there will be no Scottish Motor Show this year.

CUSTOMERS for the M.C.C. Land's End Trial on Easter week-end might be interested to learn that West Cornwall M.C. is staging another of those popular Trengwainton hill-climbs on Easter Monday. Invited clubs are Bristol, Plymouth, N.-W. London, W. Hants and Dorset, W. of England, Vintage and Cornwall Vintage.

WHICHEVER way you look at it, Easter will be the busiest motor-sporting period of the year, with the Circuit of Ireland, Highland Three Days and Land's End trials, and racing at Brough, Gamston and Goodwood, to say nothing about many local club events.



More and more drivers of the opposite sex are becoming trials-minded. Here is Miss Elizabeth Stone, in the ex-Richards Austin-Ford, during the Maidstone and Mid-Kent M.C.'s recent Tyrwhitt-Drake Trophy Trial.

SPORTS— NEWS

on support from across the water, but as the one mile, 678 yards-long airfield circuit is an excellent one, they hope that English and Scottish 500 c.c. fans will take this opportunity of testing their cars early in the season. In the event of the cancellation of this race, entry fees will be refunded.

An innovation is the R.A.C.'s new rule that goggles must be worn if a laminated glass windscreen is not fitted, while windscreens of any other material must be removed or folded flat, and the wearing of crash helmets is recommended. Entrants for the saloon race should note that the regulation rear mirror area is 80 sq. cms., which is rather more than that of most standard mirrors. The event is a closed invitation one, invited clubs being the Ulster A.C., the North of Ireland M.C., the Mid-Antrim M.C., the Newry and District M.C., the Irish M.R.C., the Knock M.C.C., the Omagh and District M.C., and the Half-Litre Club of England. The closing date for entries is 3rd March, at £1 1s. for members of the organizing club and £1 10s. for others, per event. The regulations are now available from the Hon. Secretary, J. L. Stirling, 9/11 Mill Street, Ballymena, Co. Antrim.

To assist cross-Channel competitors as much as possible, scrutineering and practising will both take place at Newtownards on the morning of the meeting. A good attendance of spectators is expected, 17th March being, of course, St. Patrick's Day, and a public holiday in Ireland.

M.G.C.C. (IRISH CENTRE) "EXPERTS"

Provisional Results

Premier Award: C. P. Murray (3,662 V-8 Special).

First-Class Awards: Cecil Atkinson (1,250 TC M.G.), J. Bell (933 Ford Special), A. L. Young (1,250 TD M.G.), D. O'Clery (1,250 TD M.G.).

Second-Class Awards: Victor Ross (1,250 TD M.G.), L. Cavrill (Riley Special), N. McGuire (1,250 TC M.G.), Cecil Vard (1,250 TD M.G.).

Full report and pictures will appear in next week's issue.

FERRARI VANQUISHES MERCEDES

Gonzales Wins Peron Cup

THE first of the Argentinian races, the Buenos Aires G.P. I for the President Peron Cup was run last Sunday over 45 laps of a 2.19 mile circuit. It resulted in a win for the Argentine Scuderia's supercharged 2½-litre Ferrari driven by Froilan Gonzales, who finished 17.1 secs. ahead of Hermann Lang's 3-litre supercharged Mercedes-Benz, first of the team which journeyed especially to South America for the *formule libre* races. Juan Manuel Fangio (Mercedes) was third.

During practice the German cars proved fastest, Lang returning a lap time of 2 mins. 3.4 secs. (approx. 63 m.p.h.) during the first session, and Fangio clocking 2 mins. 8 secs.

during the second. The three Talbots which were successful in the earlier Argentine 500 miles race did not run, being already on their way back to France, and opposition to the Mercedes and the 2½-litre Ferrari consisted of Galvez's 2-litre Ferrari, Bucci's 4½-litre Alfa Romeo, minus supercharger, two other Alfas, a Simca and several 1,500 c.c. Maseratis.

Provisional Results

45 laps—Approx. 98.4 miles

1. F. Gonzales (Ferrari 2,500 c.c. S), 1 hr. 35 mins. 18.2 secs.

2. H. Lang (Mercedes-Benz 3,000 c.c. S), 1 hr. 35 mins. 35.3 secs.

3. J. M. Fangio (Mercedes-Benz 3,000 c.c. S), 1 hr. 36 mins. 10.4 secs.

B.R.D.C. I.O.M. RACES

Empire Trophy for Sports Cars

ON 14th June, the B.R.D.C.'s British Empire Trophy race will be for sports cars, instead of Formula 1 type machines as in previous years. The event (approximately 120 miles) will be run on the difficult Douglas circuit. Sports cars of any capacity are eligible, provided they conform to the Le Mans style of regulations. The Manx Cup Race (approx. 70 miles) will be for racing cars of any capacity, with special awards for machines of up to 1,100 c.c. (S) and 2½-litres (U/S).

500 M.R.C.I.'s AIRFIELD RACES Possibility of 500 c.c. Scratch Event

THE regulations for the first Irish speed event of the coming season, the 500 M.R.C.I. meeting at Newtownards Airfield, Co. Down, on 17th March, contain a pleasant surprise. Permission has been received from the R.A.C. to hold a 500 c.c. scratch event in addition to the scratch race for all comers, and the handicap races for saloon and sports cars, provided that at least six entries are received. As the whole of Ireland contains only half that number of half-litre cars, the club is dependent



OLD STAGERS: (Above) A. J. Horne's Morris Cowley on the weighbridge at the start of the Hartwell Trophy Trial. (Right) Pauline Jesty's Bayliss-Thomas, also at the "weighing-in".

LAST Sunday's Hartwell Trophy Trial, organized by W. Hants and Dorset C.C. in the Wareham-Weymouth area, saw 44 club members present themselves for the much-discussed weight distribution formula, devised by John Jesty. At the time of going to press, the slide-rule boffins had not quite worked out the results, but, irrespective of the w.d.f., Arthur Mallock (1,181 Austin S.) appeared to be the outstanding performer. While the average time for the slow hill-climb at Troy Farm was under 2 mins., Arthur crawled up to return S.T.D., in 4 mins.,



The JESTY EXPERIMENT

Novel "Weight Distribution Formula" Attracts Many Standard Cars in W. Hants and Dorset M.C. Club Event.

8 secs.—a remarkable performance on a steep, 150 yards gradient.

The only hills that caused trouble were the muddy and grassy acclivities known as Roke Major and Roke Minor; only about six of the entry were successful on both.



(Above) M. C. Parrott's Buckler making a successful climb on Roke Major. (Left) B. S. Poole's Belsize awaiting its turn to start the slow hill-climb at Troy Farm.

A feature of the "Hartwell" was the number of standard motor-cars entered, and the goodly sprinkling of such vintage machinery as A. J. Horne's Morris Cowley, Pauline Jesty's Bayliss-Thomas, J. Shutler's drophead Invicta, N. J. Crane's Lea-Francis, B. S. Poole's Belsize, G. D. Adamson's Austin Seven and A. Loens's crisp-sounding Alvis. Leslie Onslow-Bartlett handled a Renault Juvaquatre saloon, Mrs. P. Millard gave her unblown Dellow its first outing, and L. J. Wade entered his Ford 8-powered Fiat Mouse.

Doubtful honour of F.T.D. in the slow hill-climb apparently went to J. Macklin (Allard).

BLIZZARD-BOUND LOTHIAN TRIAL

Only Six Entrants Start

ARAGING blizzard last Sunday almost put a stop to the Lothian C.C. Trial, and only half a dozen folk managed to reach the start at Fairmilehead. No one would have blamed Secretary Malcolm Smith if he had decided to scrub the event. After the heroic six reached the third observed hill, the first of the latecomers arrived at the start.

The course was laid out on W.D. territory at Dreghorn. Everyone had to get up the first hill, for beyond it lay the remaining 13. Bill Frew (Singer) embedded himself in snow: Bill Lamb (Ford 10 Spl.) stopped farther up; Archie Wallace (Ford 10 Spl.) did, however, reach the top, an example that was followed by Peter Goodall (Dellow). George (Speedy) Hendry (Watson) stopped a few feet from the top. Both the last-named figured in the provisional results.

"BODACH".

FURNESS DISTRICT M.C. FUNCTION

"Monte" Members Honoured

FURNESS District M.C. held a most successful dance in the Farmers' Arms, Lowick, on 17th February, to celebrate the Monte Carlo Rally successes of members Bill Robinson (Jupiter), Jack and Peter Reece (Ford Anglia) and Les (Youngest Member) Odell (Javelin).

Vice-Presidents J. Towers Leck and R. C. Brown did the necessary honours in the unavoidable absence

of President Thurston Ireland. Mrs. Leck presented Bill Robinson with an inscribed stop-watch, and the Reece cousins with propelling pencils. Responses were brief, but Jackie Reece was "bullied" into a rendering of his inimitable "ill-fitting suit" act.

RILEY M.C. (LONDON CENTRE) WINTER RALLY

Provisional Results

The R. James Challenge Cup (Best performance Open Car): Captain J. G. Searle.

The R. C. Porter Challenge Cup (Best performance Closed Car): A. P. Warren.

The Victor Riley Challenge Cup (Best performance by a "Novice"): D. E. Todd.

The "Country Life" Challenge Cup (Best performance on age formula): J. V. Lewis (1934 9 h.p. Monaco).

The Ripley Memorial Trophy (Best performance by a lady): Mrs. O. I. Johnson.

1st-Class Awards: E. D. Dottridge, A. E. Williamson, W. I. Robertson, L. J. Kent, E. J. Pavitt, J. Williamson, A. Farrar.

2nd-Class Awards: F. T. C. Gibson, H. M. Yeats, H. E. Brand, P. H. Spring, J. O. Hadley, Capt. L. Murray, J. A. Seymour.

3rd-Class Awards: C. A. Pike, E. A. Thomas, C. C. Lange, L. A. Coaker, N. Duke, N. A. S. Martin, S. L. Hughes.

THAT RICH AROMA

An Improved Castrol "R"

C. C. WAKEFIELD announce an improved form of the famous Castrol "R" oil, in which the inherent gum-forming tendencies of castor-base racing lubricants have been successfully combated by means of patented additives. The new "R" has been rigorously tested in laboratory and on the road and race track, results showing remarkable engine cleanliness and all-round improvements. The oil is now darker in colour, but race circuit "Bisto kids" will be delighted to learn that the rich and characteristic "R" aroma remains.

MIDLAND M.G. SLEUTHING

THE event styled "Operation Sleuth" was successfully run off by the Midland Centre of the M.G. Car Club on the 11th February, and although the weather struck a new low level (Clee Hill competitors will agree), 31 starters materialized out of an entry of 33. Eight of these fell by the wayside, and of the

remainder, the most successful was R. G. Hughes, who completed all his sleuthing with a total loss of 110 marks. This may sound a lot, but plenty of people lost over 300! B. Johnson acted as crew in the successful car, and took the passenger's prize. Next was J. Guyver, with 132 marks lost. Competition between these two was pretty tight, as Guyver was best on the first two sections, and they were equal on the third. It was the fourth and last which decided the day, Hughes managing without penalty, whereas the runner-up forfeited 57 points. In spite of dreadful conditions, the general verdict was that everyone had had an enjoyable day.

CAMBRIDGE U.A.C. MINIATURE "MONTE"

Provisional Results

Best Performance: P. Riley (1,200 Austin), 11 marks lost.

De Rothschild Cup: Lord Stafford (2,199 Austin), 46.

Class "A" Award (1,100 c.c.): P. Broadbent (1,074 Singer), 51.

Class "B" Award (2,000 c.c.): D. Piggot (1,250 TD M.G.), 103.

Class "C" Award (over 2,000 c.c.): J. C. C. Inman (2,088 Standard), 172.

1st-Class Awards: Nisbet (Ford V-8), Bullock (Lea-Francis), Stark (Vauxhall), Tasker (Wolseley), Frazer (Javelin), Jenninson (Austin), Berry (Jaguar), Jowett (Javelin), Griffiths (TC M.G.), and Lithesland (TC M.G.).

Report and pictures in next week's issue.

SIGNPOST HUNT

ON 24th February the Sheffield and Hallamshire Motor Club have a Signpost Hunt, starting from the Devonshire Arms, Baslow, at 6.30 p.m. This is the evening before the N.M.M.C.'s Kitching Trophy Trial in that same area. People who are sure they've quite finished tuning their motors, may feel like having a look.

THIS WEEK-END'S BROWETT TROPHY TRIAL

THE Browett Trophy Trial, organized by the Leics C.C., will be run on 25th February over a sporting course of approximately 30 miles, starting at 12 o'clock from Browetts Garage, Dover Street, Leicester. The event will be run as a conducted tour, competitors proceeding *en bloc* under the supervision of marshals.

Ulster A.C. Winter Trial

Chris. Lindsay Makes Best Performance

WITHOUT a doubt, a special glittering trophy should have been purchased and forthwith presented to the officials who stuck grimly to their posts during the U.A.C.'s trial on 17th February, despite a howling blizzard which raged for half the duration of the event. The 30 competitors were much better off, for this was the first event in the series for the new Saloon-Drivers' Trophy, presented by J. W. Haughton, and many chose to drive closed cars. At the start on Stranmillis Embankment, however, the sun shone brightly, and the sporting types were blissfully unaware of what was in store for them.

The observed section, rejoicing in the name of Ballydownfine Hill, was the usual glutinous mixture of mud and rocks, best attacked by the judicious use of low revs. Only five managed the full distance, namely, W. T. Todd (Humber Sp.), Jim Hyde, driving Ulster's only Dellow in his first trial, C. F. C. Lindsay

(Ford Sp.), Garnett Wolseley (Wolseley Sports), and the indefatigable Roger McBurney in his *nonpareil* Singer saloon. N.I.M.C. expert Trevor Spence made a smoke-screen with the back tyres of his Ford Anglia, refusing to admit that he was beaten, until he seemed likely to complete the climb on the bare spokes. J. H. Shiells took a similar car commendably near the top with so little fuss that a spectator swore it must be fitted with a Ten engine.

Maps were brought out to aid in reaching the next control, where a combined braking/acceleration and reversing test was staged on a narrow bumpy lane. Todd put up best time, closely followed by C. E. Robb (H.R.G.) in a red woolly hat, and H. L. S. Jefferson in a red M.G. Just to prove that the test was difficult (as indeed it was), Tony Campbell reversed his M.G. into a ditch. After that the field proceeded to the bleak, wild land of Dundrod, where three frozen officials presided over another test near Nutt's Corner Aerodrome. Life was a good deal

easier for the early starters, although W. M. D. Montgomery (Austin) flattened a couple of hurdles, because it was here that the snow commenced, and in an astonishingly short time carpeted the ground quite thickly, while visibility "reached a new low". Lindsay again made the best performance, with Derek Johnston (M.G.) and Robb close behind, and C. W. Eyre-Maunsell an extremely good third in a Hillman Minx Saloon.

Lindsay again proved best in the "crossroads" test, with Trevor Spence an excellent second in the Anglia. Officials were surprised to see Wilbert Todd stop dead in the midst of the test, and even more so when he pulled out his route sheet and studied it closely before proceeding!

PROVISIONAL RESULTS

Premier Award: C. F. C. Lindsay (Ford Sp.), 114½ marks lost.

Second: H. L. S. Jefferson (M.G.), 135½ marks lost.

Third: C. E. Robb (H.R.G.), 139½ marks lost.

Best Saloon: R. J. Adams (Sunbeam-Talbot), 157 marks lost.

Best Novice: J. A. Hyde (Dellow), 142 marks lost.



(Above) R. J. Adams (Sunbeam-Talbot), winner of the saloon class on Ballydownfine in the Ulster A.C.'s Winter Trial.

(Right) Novice award winner, J. A. Hyde, in Northern Ireland's only Dellow, on the same hill.



Peterborough M.C.'s Strenuous Night Rally

Madgwick and Robinson (Austin) Outright Winners

THE Peterborough M.C. Night Navigational Rally, starting and finishing at the Fountain, near Bletchley, took place on the night of 17/18th February against a background of frost and high winds, following some days of almost continuous rain. A picturesque and well-devised route, arranged in a circle of about 110 miles round Buckingham, had been planned to cover only roads suitable for the ordinary car but, as most control points entailed a good deal of cross-country walking (and this in the main nearer the vertical than the horizontal), competitors found themselves wondering whether they had inadvertently strayed into a Commando course. Indeed, one was heard to assert, after nine running hours of which the car's share was no more than four, his conviction that carrying the Olympic Torch would prove, relatively, a rest cure.

Of 42 entries from the promoting and invited clubs (the Hants & Berks, Leicestershire, Northampton, Nottingham, Sporting Owner Drivers', Sunbac and Vintage Sports-Car) there were only three non-starters. The 10 control points were indicated on the Route Card by the usual six-figure map references, and clues were given in the shape of play, film, song or book titles.

Near Bicester a derelict cottage by the roadside housed "The Three Musketeers", snugly established on the first floor at the top of a tumble-down staircase. Less easily dis-

covered was "Katie's", a cowshed in a fold of the ground on Quainton Hill, approached by half-a-mile of wet walking. Competitors were rewarded by the spectacle of three, apparently non-inflammable, marshals, each keeping warm astride a hurricane lantern. The malicious hung around awaiting combustion, but in vain.

"Journey's End" was located in a shelter on the fringe of a very damp aerodrome west of Leighton Buzzard. Even damper was the point called "Long John Silver". This was found to be in the middle of a lake near Little Brickhill, where the observant competitor, after a lap or two round the shores, discovered a rope which, when pulled, produced a skiff from an island where the control was hidden. One of J. T. Knight's crew, disembarking prematurely, got a drenching and spent the rest of the event confined to the car, trouserless.

On Apsley Heath the road goes through a cutting and "The Trail of the Lonesome Pine" was to be found on the top after a vertical climb likely to cause vertigo in a mountain goat. "Digby's Walk"—a local name with Roundhead associations—provided both a skeleton and a password in a tunnel under the road. The marshals were hidden in a boat-house nearby and it was here that B. Harris stepped off into three feet of water, thus becoming a little wetter, but much cleaner, than the average competitor.

Near Tiffeld a sharp declivity on the (by now customary) wet hillside concealed an encampment called "Sleepy Hollow": close to the village of Weston a morass led to the barn "Maria Martin"; while "Maid of the Mountains" was reached by a full mile of really heavy walking. And they say we are a decadent nation!

A van parked by the roadside near Fimere contained the marshals in charge of the Special Test—a road circuit of nearly five miles to be lapped at an average of exactly 27 m.p.h., followed by a second lap to be covered under penalty, in precisely the same time as the first.

The Peterborough M.C. is to be congratulated on an efficiently and comprehensively organized event, much enjoyed, despite its rigours, by all concerned. The event was won outright ("comfortably" being perhaps an inappropriate adverb) by the team which recently won the B.O.C. Welsh Rally—E. J. G. Madgwick, and navigator N. L. Robinson.

PROVISIONAL RESULTS

Barrett Trophy, E. J. G. Madgwick, Austin (H. & B.M.C.) 135 marks lost. Navigator: N. L. Robinson—Special Award.

Nocturnal Noddy (for best member of Promoting Club), R. H. Pinder, Singer (Peterboro' M.C.) 165 marks lost. Navigator: Dr. Smith—Special Award.

First-Class Awards, D. Groom, Lea-Francis (N'pton M.C.) 285 marks lost. S. Sedgwick, Bentley (V.S.C.C.) 285 marks lost. M. H. Dorr, Fiat 500 (N'pton M.C.) 292 marks lost. J. T. Knight, Ford Prefect (H. & B. M.C.) 300 marks lost.

A Wintry B.U.M.C. Event

WATER was the keynote of the Winter Trial run by the Birmingham University Motor Club on 11th February. Rain, sleet and snow fell all day, in fact so ample was the irrigation that good sticky mud became so thinned out that conditions were eased for the later numbers. Water splashes on the other hand, rose painfully, one of them gaining 10 inches in an hour.

When the two foot six mark was passed, the section was closed, though one crew remarked "I don't mind wet pants, but the squelch takes all the force out of a good hard bounce". Anyhow, 16 out of 20 found their way to the finish, where after tea, the results were announced.

Alec Wilson in his 1½-litre Leaf-engined Vauxhall had a clean sheet

and was also quickest on "The Downhill and Back" list. S. Leach, forsaking his 700 c.c. Vernon-Derby for a J2 M.G., lost four marks, and B. S. March (750 c.c. Austin) lost five. It was felt, however, that the honours of the day went to the marshals, who seemed to get even wetter than the competitors, and whose sole reward was the mortification of the flesh. A debt of gratitude is also acknowledged to the City of Birmingham Police, who were notably helpful.

The Overhead Camshaft M.G.s

by Philip H. Smith, A.M.I.Mech.E.

CONTINUING with our description of work on the S.U. carburetters, it has already been stated that if, with the needle, dashpot and piston all correct, sticking is still experienced, steps must be taken to centralize the jet, as this must evidently be fouling the needle. It will be obvious that when the needle is well home in the jet, there is very little clearance. Any contact, apart from causing undesirable sluggishness in operation, will cause rapid wear of jet and needle. There is no particular difficulty about attending to the well-being of the jet assembly, though naturally the carburettor makers do not recommend haphazard dismantling. The essential items are a supply of the necessary sealing washers and reasonable care. The jet block can readily be unscrewed from the carburettor body after first removing the jet control lever. The jet can then be withdrawn, when it should be examined to ascertain whether con-

stant use of the mixture control has caused any ridging on the outside of the jet barrel.

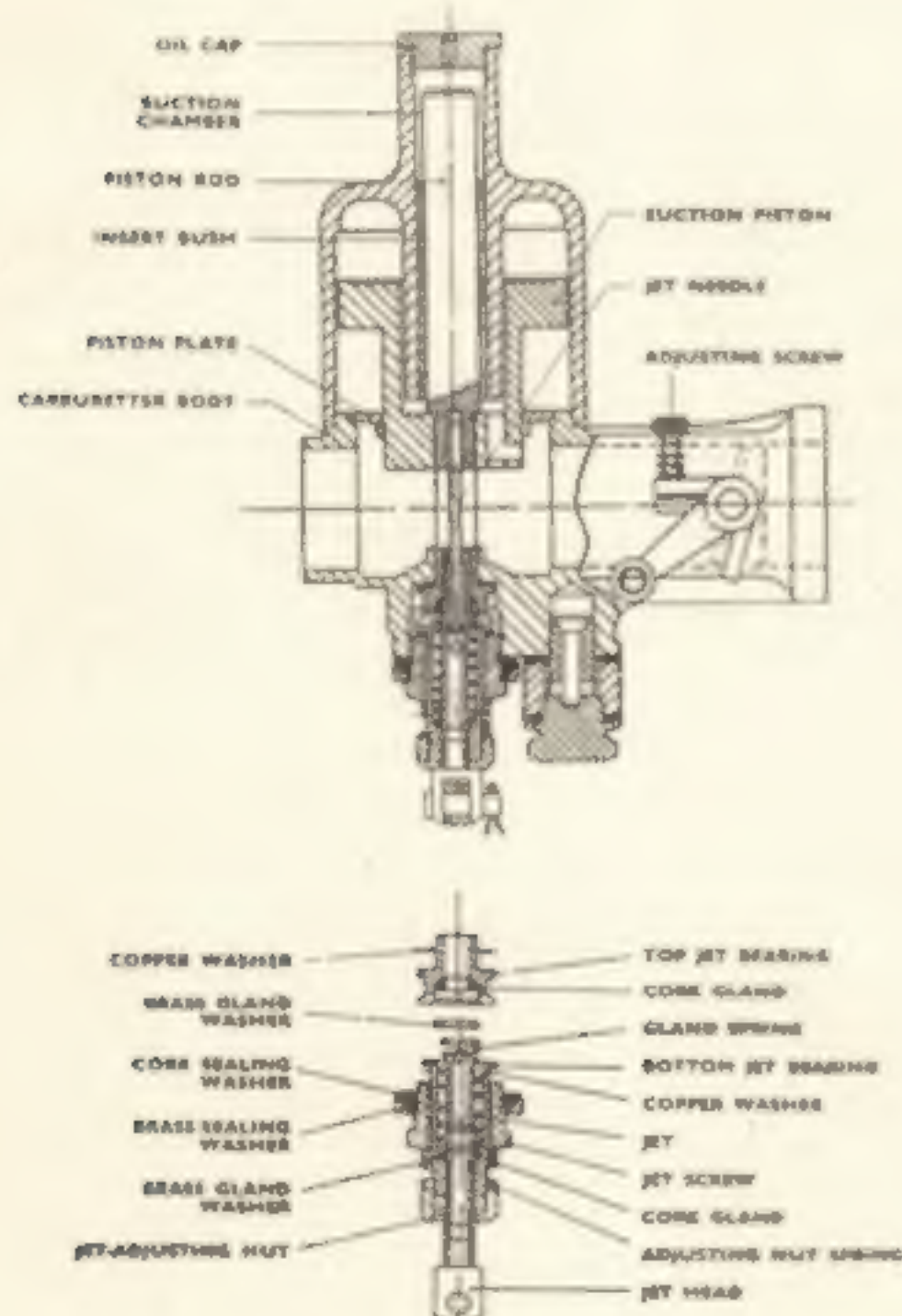
If this is present to any marked degree, a new jet should be used; if slight, a polish with carborundum cloth will do the trick. It must be realized that the fuel-tightness of the assembly depends on the fit of the outside of the jet against the cork washers, and that the seal has to be maintained even when the jet is pulled down by the mixture control. So many S.U. carburetters are to be seen with a minute "drip" at the base of the jet, that it is considered advisable to stress this point. The "drip", in other words, can be considered as definitely non-standard!

Assembling the Jet Block

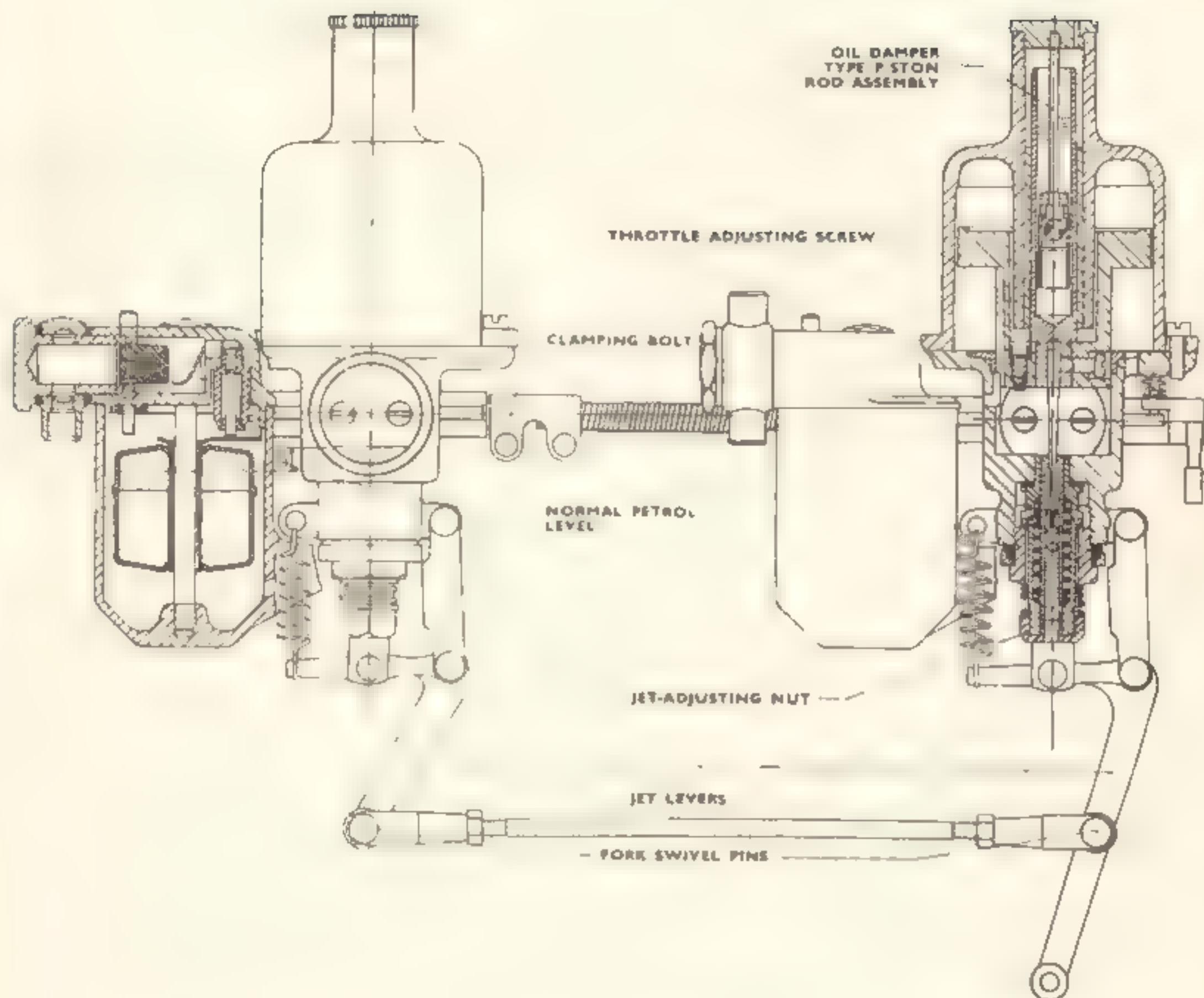
When refitting the new sealing washers it is easy to go wrong with the various bits and pieces which comprise the jet-block assembly. The appended sectional view will make all clear. The only requirement for ensuring that the jet is absolutely central is to get the two cork glands which actually bear against the outside of the jet, correctly in position; a smear of oil on the jet will help it to slide easily, and will discourage the washers from tilting. See that the gland spring and its brass washers at each end thereof are free on the jet, introduce everything carefully into position in the carburettor body, and tighten up the block against its large washers. If the job has been done correctly, the jet should slide without undue force, but in judging this, make allowances for the fact that new washers are in. If the jet is still not central, or if in doubt about any other point, dismantle and try again. As stated earlier, the job is not difficult, but there are quite a lot of bits. However, reference to the diagram with the unit on the bench, should make all clear.

The Float Chamber Assembly

The float chamber assembly is quite straightforward, the filter and needle valve being housed in the lid. If the filter is damaged or missing, fit a new one. Likewise, the needle valve and seating are readily detachable; the needle is prone to shoulder after about 25,000 miles, and although the fault only shows up when idling (enriching of the mixture due to flooding being apparent) it should not be tolerated, and a new needle plus seating is indicated. This needle valve will "hold" indefinitely against the fuel pressure from the standard S.U. pressure pump, and if the pump clicks when the engine is stationary, and there are no pipe leaks, suspect the needle valve, and remedy matters. The float locates on a central guide rod which is screwed into the base of the chamber. Make sure this rod is tight in its tapped hole. The fuel level is adjusted by judicious



S.U. carburettor: dashpot components and jet assembly.



Layout diagram of twin S.U. carburetors

bending of the toggle actuating the needle valve, but, of course, this operation will be carried out during the final tuning under running conditions.

This completes work on the carburetors; the only final word is that when reassembling, remember that the instruments are made largely of alloy, and easily distorted, and that threads can be stripped by too hearty tightening. In particular, watch these points when refitting the two dashpot screws; see that the dashpot is seating properly on its register, and tighten the screws equally and moderately. After refitting the carburetors on the induction pipe, examine the action of the two throttles and their interconnecting spring coupling. See that there is a throttle-stop screw on each instrument, and that both are operating with their respective throttles in the same position. Then adjust the coupling accordingly.

The Later Damped-Type S.U.

It is worth mentioning that some later types of S.U. carburetor have a hydraulic damper embodied in the piston guide. This comprises a plunger which is carried on a rod attached to the top brass cap of the dashpot. Sliding in the bore formed for the purpose in the centre of the piston guide, the plunger gives a retarding action to the piston, producing a momentarily rich mixture when the throttle is opened suddenly, with, in some cases, improvement in acceleration. If it is desired to experiment in this direction, it is possible to obtain the necessary parts from the S.U. people to convert non-damped instruments to the damped type.

The correct grade of oil for use in the damper is Castrolite, or Essolube 20.

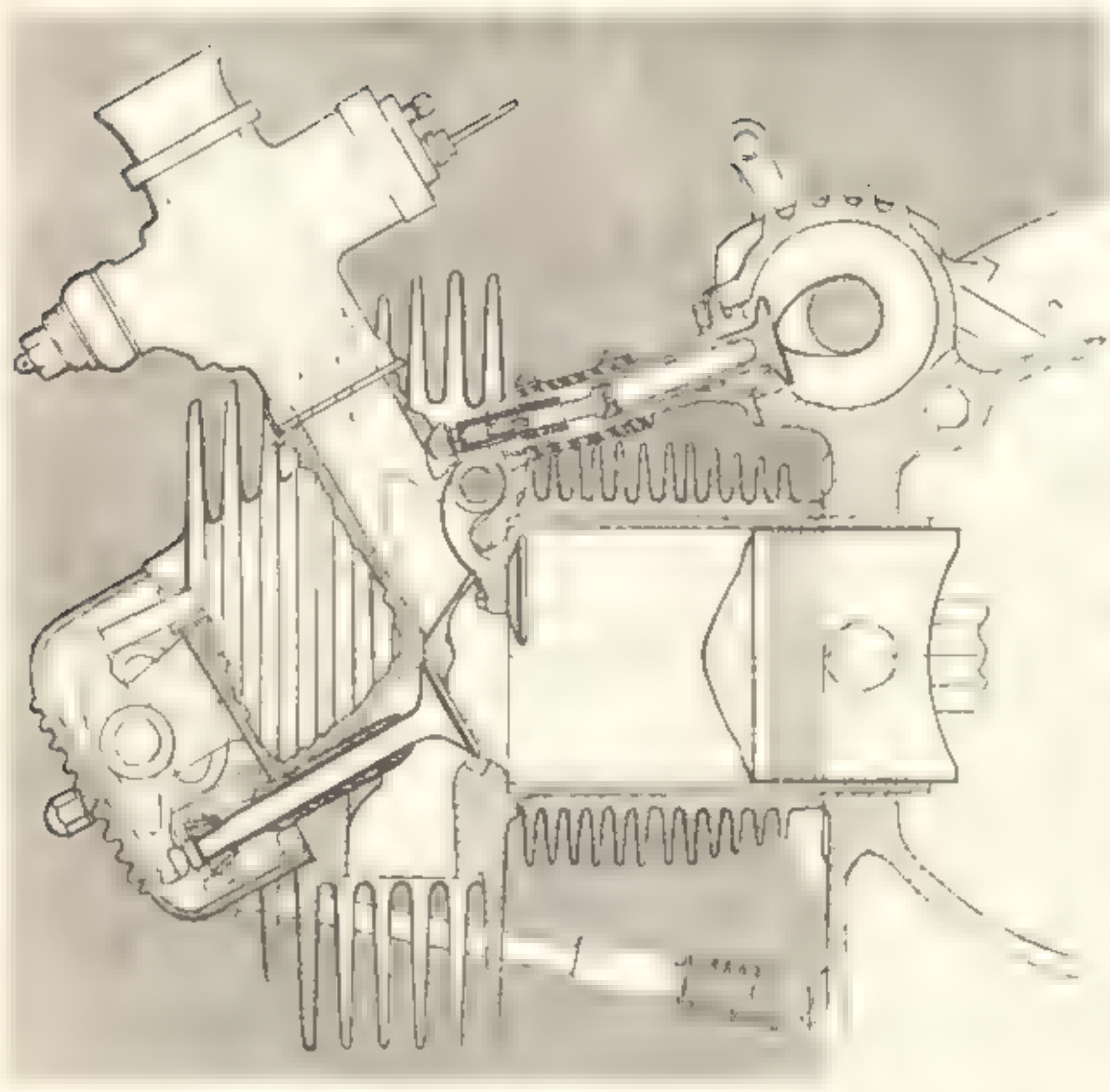
To be continued

The A. J. B.

**Clever Air-cooled 2-litre
Project by Archie Butter-
worth—Potential Power
Output of 180 b.h.p.—
Weight just over 1½-cwt.**

By

JOHN BOLSTER



Details of the special cylinder head intended for later A.J.B. production engines. The exhaust valve is controlled by hairpin springs, but torsion units are utilized for the novel inlet 'flap' or 'swing' valve. Separate camshafts are used for each pair of cylinders; these are located on top of the crank case.

ARCHIE BUTTERWORTH is, of course, famous for his exploits with a four-wheel-driven "special". This vehicle is propelled by an enlarged and modified Steyr air-cooled engine of 4½ litres capacity, and much experience, and some of it not altogether happy, has been acquired from this unit.

The new project is a Formula 2 racing engine, and not unnaturally it is air-cooled. The designer has set himself the task of producing a power unit which has the same sort of specific output as a modern racing motor-cycle engine, furthermore, he is attempting to break entirely new ground in the matter of power-to-weight ratio. A likely chassis for this motor is the front-engined Cooper, as used in that most delightful M.G.-powered sports car.

Four cylinders are employed, with a bore of 87.5 mm and a stroke of 82.5 mm. (1,986 c.c.). These are horizontally opposed, and opposite

bores are offset 2½ in. longitudinally. This is necessitated by the choice of a four-throw, three-bearing crankshaft, which gives a firing order of N.S. Front, O.S. Front, N.S. Rear, O.S. Rear. The nearside cylinders are the ones which are staggered forward.

Thin-wall Bearings

The crankshaft is of 60-ton nitralloy steel, and the main bearing journals have a diameter of 2.5 ins., the big ends being 2.312 ins. All the bearings are lead indium, and are of the Vandervell thin-wall type. The light alloy crank case is split vertically on the axis of the main bearings. It is of well-ribbed and strutted construction, and should be very rigid. The four cylinders are separate, and the Al-fin barrels are held down by the heads, which are secured by four studs. Hepolite Y alloy pistons are used, with two compression and one scraper ring. They have gudgeon

pins of ½ in. diameter, and the H section connecting rods are of DTD 130 A light alloy, machined all over.

Two camshafts run along the top of the crank case on either side, and operate the valve rockers through short push rods, which have a considerable downward inclination. Each push rod runs in a separate tube, which is kept oiltight by short lengths of hose and Jubilee clips. A steel pinion on the crankshaft drives the camshaft through a pair of idler wheels, all driven gears being of DTD 130 A. A Lucas horizontal magneto is driven from the front of the off-side camshaft, and the rev counter drive is taken from its rear end.

Oil is carried in a 2-gallon wet sump, and connections are provided for an oil-cooler. The oil pump is of Holborn-Eaton type, and consists roughly of a four-toothed gear running inside, and in engagement with, a five-toothed annulus. The teeth, of course, are of special form,

"Flat Four"

and six gallons per minute are delivered at 75 lb. sq. in. The only other auxiliary drive is to an A.C. air pump, which pressurizes the fuel tank at 2½ lb. sq. in.

The first prototype, and early production engines, will have modified Steyr cylinder heads. These are of aluminium alloy, and have iron exhaust seat inserts. The inlet valve diameter is 1.85 ins. and exhaust 1.45 ins., with helical springs.

Novel "Swing" Valve

The second prototype, and later production units, will have an entirely new head of Butterworth's own design, which is of absorbing interest. The head itself will be of Alfin construction, with "spectacle" iron inserts embracing valve seats and plug hole. The exhaust valve will be a normal poppet, of 1.5 ins. diameter, and closed by hairpin springs. It is the inlet, however,

which is so entirely unconventional.

Any ordinary valve, however great its lift, must, if practicable dimensions are retained, interfere to some extent with the free ingress of the charge. The problem is to maintain an intermittent flow at high frequency and low pressure difference, and Archie Butterworth's solution is to fold his inlet valve right out of the way. This is done by mounting the head of the valve on the rocker itself, the stem thus being reduced to a vestigial remnant, which fits into a hole in the end of the rocker, and is held in place by a nut. The fulcrum of the rocker is in a little pocket in the side of the inlet tract.

The diameter of this "swing valve" is 1½ ins., it opens through an angle of 34 degrees, and is closed by a torsion spring. The invention is patented in all countries, and it is certainly a daring departure. I am sure it will be of the greatest help, during development work, to have the well-tried Steyr heads for comparison.

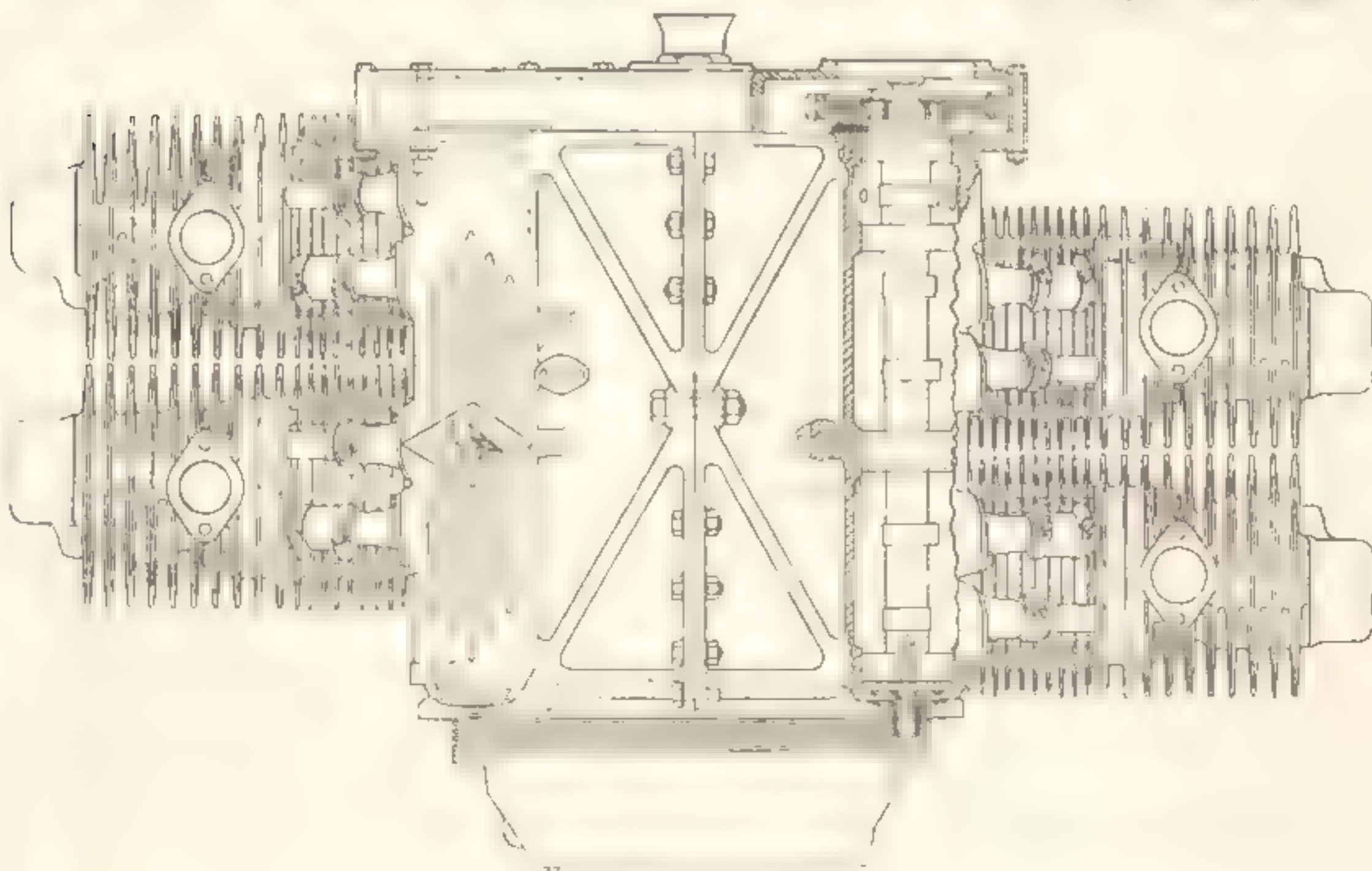
It is always difficult to obtain a high compression ratio when the stroke-bore figure is less than unity. Archie achieves this in a rather in-

genious manner, of which I will now attempt to paint a word-picture. First of all, he uses a hemisphere that would appear to appertain to a considerably smaller bore than is in fact used. He then fetches up the centre of his piston crown so that, around T.D.C., the area adjacent to the sparking plug shall be of narrow cross-sectional area. The object is to start the flame off slowly, thus inhibiting roughness of running, and then let it really get going as it radiates outwards. As the head is smaller than the piston, there is a final section of small clearance, and it is intended that this shall act as a "quench area". The compression ratio is 13.6 to 1.

The length of the engine itself, ignoring the nine-inch Borg and Beck clutch at one end and the Lucas magneto at the other, is only 15.2 ins. The overall width is 32 ins.

(Continued on page 237)

(Below). General arrangement plan of the compact, air-cooled, 2 litre A.J.B. engine. Estimated weight is 180 lb. and it is possible that a power-output of some 180 b.h.p. will be obtained from the pukka racing version.



RUSSELL LOWRY'S

Northern Lights

THE MYSTERIOUS PRIEST DIGNE DISASTER—NORTH COUNTRY "500" DRIVERS—CLUB BOTHERS—SHAP GEN—FLIPPERS.

I VERY nearly saw a ghost the other day. Some readers will have noticed on the title page of this magazine the words "incorporating The Motor Club". Others will remember the monthly publication of that name which was run from this office in an endeavour to cover that field which is now so much better catered for by AUTOSPORT. It is nearly two years since I had to put "The Motor Club" into cold storage, and yet only last week, a letter arrived acknowledging receipt the previous day of the issue dated November, 1948, and bearing the postmark of the 29th October of that year! From time to time, one sees in the Press a note to the effect that a letter has just been delivered at Little Tiddlepuddle after being in the post for an improbable number of years. Somehow these events have never rung quite true until the present.

As a matter of history, the chief feature of that particular issue was a photograph of the peculiar Hunt Special, in which the crew sat out in a sort of balcony far behind the back axle. From the quotation underneath the photograph—"To what green altar O mysterious priest, leadst thou that heifer, lowing at the sky?", the good-natured and enterprising Hunt was known as the Mysterious Priest from that time until his departure overseas.

"NORTHERN LIGHTS" exchanged yarns over a pot of tea with Colonel Jimmy Finigan after the latter's return from the Monte Carlo Rally. His story, told with a self-reproach that would well become certain others, illustrates very clearly the narrowness of the dividing line between success and failure in the Monte and other top-line events. The Wolseley went like a bomb, and was found to be a great improvement on previous models, especially in the gear changing department. No trouble was experienced, and a "first 50" qualification was duly earned on the braking and acceleration test. The omens would have seemed good but for one fatal slip. What a huge BUT for such a tiny error. Owing to crew exhaustion, they had checked in three minutes too early at Digne. That sounds a stupid thing to do, but perhaps you've never looked at a watch and been too tired to harness your mind to the necessary task of working out what time it was?

WITHOUT ill-will of any kind, and merely as part of the attempt to reflect the Northern scene, I think it fair to report a tendency among North country "500" drivers to limit their activities to Northern tracks during the forthcoming season, in view of the unhappy (to use a gentle word) state of relations with the South. Let us not be childish, and let us remember that this is not Korea. It would be a great pity if the magnificent

racing at such places as Brands Hatch were to suffer from the absence of even one Northern ace. In order to avoid the creation of a resistance movement up here, to the detriment of everybody, I suggest that our Southern friends have a look in their mental cupboards and see if they are satisfied that Northern drivers have really had a fair deal.

Mind you, if it comes to a shootin' war, we can always come down in force and whack the pants off you!

THIS is the season when club secretaries and treasurers tear their hair over the collection of subscriptions. It is followed by a secondary depression during which committees wonder what to do with people who have been good members in the past, but have not yet paid up. The third stage is reached about June, when indignant ex-members start complaining that they "never hear a word now from their favourite club".

The situation is really more complicated than it seems. Some subscriptions run from year end to year end. Others go from date of joining to anniversary, and yet others are short-term memberships, generally to cover a single event. Again, one sometimes signs a banker's order, and later, having forgotten all about it, sends along a cheque or even cash, which the unfortunate treasurer has to turn round and send back again.

It may be that there are too many clubs, and it may be that the average enthusiast joins more of them than he can ever really support. Certainly, the calendar looks like a Rhineland marshalling yard after a dirty night.

Be that as it may, whether we have joined a lot of clubs or only one or two, let's forthwith do the decent thing and put the hon. treasurer(s) out of his/their agony. Lowry boy, have you done that thing? . . . Well, not exactly, but I promise I will tomorrow.

CREDIT where credit is due. Travellers towards the North at this time of the year often have reason to be worried about the state of Shap, which, for all its innocence in summer, can be a perfect pig in winter. British Road Services have a window looking out on the main square of Lancaster, to which is fitted a roller blind. On this blind appears the legend "Shap clear, Shap icy, blocked"—or whatever, and the traveller can judge whether or not he should take the longer but lower road over Dunmail Raise. Delightfully simple, and works like a charm. In recent weeks, the notice has generally been "Blocked" or "Icy", and even when described as "Clear", conditions have been quite exciting. Hundreds of tons of cinders must have been dumped on the hill, and these have washed into gulleys and ridges, reminiscent of a minor observed section. The top is

still capped with several inches of dirty ice which has been chopped about by bulldozers, and makes uncomfortable motoring.

Incidentally, the cut in the road-maintenance programme is beginning to bear bitter fruit. Frost and snow are breaking up the once admirable surface of A.6 and deep potholes, such as one has not seen on main roads for a quarter of a century, are now making themselves felt in more ways than one. Ah well! perhaps in a year or two, Shap really will become an observed section again.

Our electric flippers, or more politely, trafficators, seem to me to rank among our less useful accessories. One can seldom be sure that they have come up, even less often that they have gone down again, and hardly ever that their meaning has been duly absorbed by other drivers. During a recent run of 200 odd miles, I counted

11 flippers which had been left in the up position, and were announcing turnings that the drivers concerned had obviously not the slightest intention of taking. A quarter of this particular run was over snow and ice-bound moorland roads on which nothing at all was met, so the delinquents were concentrated into a matter of 150 miles, representing one every dozen miles or so!

MOST ambitious clubs these days are producing a regular bulletin for their members, and the latest example to reach this desk comes from the Lancashire and Cheshire Car Club. It is only a single sheet, but has the advantage of being nicely printed on good paper. It has the added advantage of being embellished with well produced photographs, and being really well written, presumably by Hon Sec A. L. Gale. I have only one improvement to suggest. It ought to be called "The Gale Warning".

Dublin Honours Vard and Crew

A MOST successful dinner was given at the Royal Hibernian Hotel, Dublin, on 7th February, to welcome the return of Cecil Vard and his crew from their successful efforts in the Monte Carlo Rally, in which they gained third place.

The dinner was organized by the M.G. Car Club (Southern Irish Centre) with the backing of many other Irish clubs and the voluntary support of between two and three hundred Irish motoring enthusiasts who attended the function. Such was the enthusiasm with which this success was received that some Irish sportsmen travelled over 150 miles from Northern Ireland to attend the dinner and congratulate the crew.

Guests included Mrs. O'Connor Cox, who provided the Mark V Jaguar used by Vard and his crew, Major R. D. Greer, the secretary of the Royal Irish Automobile Club, and the Deputy Lord Mayor of Dublin. Many fine speeches were made by the crew themselves and other well-known Irish motoring personalities. His Worship pointed out that this was an important success for Ireland as it was the first time an Irish-entered car had met with real success in an International event of importance outside Eire itself. A short but excellent resumé of their experiences in the rally was given by Doctor Jackson, chief navigator of the

team and, as a token of their gratitude to Mrs. Cox for providing them with the car, the crew presented her with one of the rally plates from the car in a floral surround.

The crew themselves were presented with some amusing "tokens of appreciation" by "Chick" Weston of the Dublin and District Motor Cycle Club (The "D and D" affectionately known locally as the "Drunk and Disorderlys"), Vard (No. 1 driver) was handed a mysterious package which turned out to contain a very broken spring steering wheel, "Bill" Young (No. 2 driver) a very bent gear lever (this in reference to some local joke in connection with his competition motoring in the past!), Doc Jackson (chief navigator and who had been described in the local Press as the Chronometer Expert!) received a very battered alarm clock and Arthur Jolly (second navigator and, according to rest of crew, the keeper-upperer of spirits through the whole rally) was presented with an enormous old-fashioned school-room map of the world of the roller type. ("To see if he could show those present assembled just where they were on THAT one!")

The enthusiasm with which Irish motoring enthusiasts received this crew on their return and with which all Irish motorists watched the fortunes of Vard and Co. and the

other two Irish entrants, N. Bailey (Jaguar) and Major Harrington (Austin "A-40") during each day of the rally's progress, augurs well for Irish entries in events of this kind in the future.

H. A. O'B.

The A.J.B. "Flat-Four"—contd.

From the bottom of the sump to the top of the timing covers is 16½ ins., but the four down-draught Amal T.T. carburettors will project an inch or two above this height.

It will be seen from these dimensions that the virtue of compactness, inherent in the flat-four layout, has been fully exploited. It is estimated that the weight will be *circa* 180 lb., and that, after development of the new head, one horsepower per pound will not be beyond the bounds of possibility. Such a figure would at once permit the production of a Formula 2 bolide with a high power-to-weight ratio even by Formula 1 standards.

Those of us who are enthusiasts for the air-cooled engine will watch the progress of this project with the very greatest interest. The flat-four power unit has an enviable reputation as a light aircraft motor, and so an engine of this type, designed *ah intio* as a high output racing job, with a normal speed around 6,500 r.p.m., has every chance of success. I am sure that many Formula 2 contenders will wait keenly for the first production models that come out of the doors of the Butterworth Engineering Co. Ltd.



Closed car, gentleman for the use of: Wilbert Todd's Humber Special with "The Greenhouse" erected. This brings back memories of Godfrey Imhof's famous Singer Le Mans of the mid-thirties.

Ulster Hybrids

No. 4

WILBERT TODD'S HUMBER SPECIAL

by

F. Wilson McComb

WHEN someone suggested to Wilbert Todd of Lisburn that he should build a trials special capable of placing the Victor Ferguson Trophy on his sideboard, the idea made a definite appeal to him. So, in February 1948, he took himself off to an auction of surplus ex-W.D. vehicles, where he bought a wrecked Humber staff car, complete with two spare engines and spare wheels, for £60. He then dumped it on a lorry, drove it home to his Co. Antrim farm, and removed it by tying the Humber to a tree and driving the lorry away from underneath. Two weeks later he drove her in a trial and took the premier award!

Few Modifications

Considering how quickly it was done, the amount of work which Todd carried out on the Humber was considerable, yet it is surprising how few modifications were needed to turn it into, not only a first-class trials car, but one which has put up many a good show in speed events, and earns her daily bread towing a 2-ton trailer about the farm. The chassis was shortened considerably to give a 7 ft. 6 ins. wheelbase, and the drop arm lengthened by 2½ ins.—the turning circle is in the region of 27 ft. The Humber suspension was retained, together with its 4:1 back end and Lockheed brakes, the wheels being 700 x 16 at the rear and 625 x 16 front. The 4,086 c.c.

Super Snipe engine had ½ in. removed from its alloy head, and a Solex army-type carburetter fitted, while an Oilcoil was found to be the only means of ignition which would give any performance at all. The standard clutch leads to the standard Humber gearbox, which is unfortunately a slow, rather wide-ratio job, and the drive is taken to the back end by a prop-shaft which is now under 2 ft. in length. A Standard 10 radiator block and a water pump from an armoured car completed the water-cooling system, while an oil-cooler off a lorry was also fitted forward of the radiator. The body frame was made up in 1½-in. angle iron, and the bulkhead and body in 22 gauge galvanized sheet, seats being provided by Citroen pads cut down to fit. Finishing touches were two spare wheels and a compressed-air cylinder at the rear, while a Perspex roof (known to U.A.C. members as "The Greenhouse") was made up, the weight of the complete vehicle being 23 cwt. Also worthy of mention is the Todd Patent De-ditching Apparatus, comprising a set of four welded-up sprags which fit at right-angles to one of the wheels and form a drum on which is wound a wire rope, the other end being attached to a tree, or even, in flat country, to a starting handle jammed into the ground.

As I have mentioned earlier, the Humber won the first trial in which

it was entered, and it continued to win them pretty frequently throughout the early months of 1948. Realising that he had a car with a maximum speed of over 90 m.p.h., and one which was eminently manoeuvrable, Todd entered for the U.A.C.'s Knockagh hillclimb in September, and won the over 1,500 c.c. sports class with a climb of 1 min. 18½ secs. Returning to trials again in the winter, he won the Leinster M.C.'s Lincoln Cup, the Knock M.C.C. All-night Trial, and really settled down to mopping up all the U.A.C. events. Just for good measure he returned to speed events on Ards Airfield in August 1949, winning three heats and gradually bringing his lap time down to 1 min. 30 secs., until he won the final heat at 54.49 m.p.h. Two weeks later he climbed Craiganlet in 1 min. 33 secs. but was not placed, and in September took a full 7½ secs. off his previous Knockagh time, again without being placed.

R.A.C. Championship

In October the Humber was taken to Cheltenham for the R.A.C. Championship Trial, and Todd confesses to having little difficulty in winning the Northern Ireland Award, being the only N.I. entrant! The Victor Ferguson Memorial Trophy, with which he was presented at the end of the season, was, however, richly deserved. Early this year he again won a few trials,

SCOTTISH M.G. SPRING TRIAL

J. S. Mitchell (H.R.G.) and P.M. Goodall (Dellow)
share the Premier Awards

WHATEVER the type of event they may have in view, Messrs. Kay, Herrald and Douglas Mickel of the Scottish Centre of the M.G. C.C. can always be depended upon to provide a new slant. This Spring trial of theirs which opened on Saturday, 10th February, the more serious side of the competition calendar in Scotland, was interesting in so much that all the six observed sections were plotted for bonus marks. In other words, drivers gained points according to their progress forward and upwards, the idea being to encourage the newcomer to attempt that "little extra something", and so be rewarded with some plus marks. That this new innovation proved popular and (what is more) practical, there can be no two doubts.

But let us begin from the start, at Aitken's Garage, Linlithgow, where a damp, foggy afternoon did not deter a few keen motorists from leaving their heated saloons and watching the gyrations at the first special test. In this the most workmanlike performance was put up by Peter Goodall, unfamiliar at first at the wheel of the first Dellow to cross the Border. "Speedy" Hendry (Watson Special) fought a keen tussle with Bob Welsh (Ford V-8), but for neatness of execution, the combination of Alex. Reid and his B.M.W.-engined Omega was unbeatable.

Then came a couple of miles of main road motoring to the twin portions of Balderston, where the difficulties were more imaginary than real. W. J. Alexander (Ausford)

can never be forgiven for failing here! G. T. Gibson and W. A. Brearley on TDs and W. K. Stewart and J. S. Mitchell (H.R.G.s) set a cracking pace, while J. M. Morrison (Q.T.) evidently knew where he was going.

Woodcockdale, once a formidable section when "knobbles" were permissible, proved no real stopper, our notebook recording "fast and clean" for N. A. Kennedy (Stafonak), W. J. Lamb (Ford Ten Special), and A. Reid (Omega).

At the finish at Falkirk provisional results were announced as:

Grant Trophy for best performance: J. S. Mitchell (H.R.G.)

Miller Trophy for best performance in opposite class: P. M. Goodall (Dellow).

Team Award: Goodall, Mitchell and W. K. Stewart (H.R.G.).

First Class Awards: G. S. Hendry (Watson) and J. M. Morrison (Q.T.).

Second Class Awards: A. Wallace (Ford) and W. K. Stewart (H.R.G.).

Ulster Hybrids—cont'd

and at the Airfield in July was third in the first heat, without being placed in the semi-final. I well remember the pleasure with which I watched his cornering, though, which was beautifully consistent and very fast, and it is a pity that slight binding of new brake linings prevented a better showing. In the trials season he has again been doing well, his wins including the I.M.R.C. versus U.A.C. Inter-Clubs Trial in October, and the U.A.C. Boxing Day event. Fresh in the memory is his good performance at Cheltenham in September, when he lost fewer marks than any of the other big-car competitors.

Several Disadvantages

Despite an awkward gearbox, a steering box requiring 3½ turns lock to lock, and a wheeltrack far too wide for the average English trial, Todd will continue to use the Humber which has served him so well, while for speed events he is building a new special, probably with a very potent Riley engine which he has owned for some time. Having lost the "Victor Ferguson" to C. E. Robb last year, fireworks are likely to be seen when Wilbert takes to the mud in 1951.

Burgess Best in "Full Moon"

CONSIDERING the excellent course which the organizers had chosen it was unfortunate that only 14 competitors took part in this year's Full Moon Trial, held on 10th February. There were a handful of non-starters and it was a pity that Imhof was among them, for the general mud and leaf mould sections would have been right up his street. In spite of the small numbers it was a good trial, particularly as no clean sheets were recorded. Ken Burgess with his Javelin-powered Special took the Premier Award on points and it was only the Class Awards which called on the use of the Special Test results.

John's Jinx took no toll, but the Burgess Special, Best's M.G., Cuff's "Hells Hammers" and Bollom's Dellow were notable exceptions to the general run of failures on 'Ole in the Wail. Oatlands and Broadfields only caught out Marshall's 18/80 M.G., but Brockley Slime and Timber Track thoroughly sorted out the whole entry in the early sub-sections, with H. E. Roberts (Robros) and Fitzwater getting highest up on the 1 in 2 slope of the latter, Gilbert Best taking chief

honours on the former. A like tale was told on the tight turn of Hairpin, while good and fast attempts were made at Grass Slope by the "Radford" with H. E. Roberts and R. S. Roberts' Special also in the picture.

The final hill, "Combe End", was not among the stoppers, in fact Best took it at speed but Peter Scott's H.R.G. was observed to descend with the near rear wheel going round inside its tyre, the security bolts having apparently become somewhat insecure.

Special Test A, with its forward-back-forward-back gyrations produced some close times but again H. E. Roberts was outstanding and pipped the lot. Best's passenger did some notable gear shifting and though Nicholl's Ford Special had horrible rear axle judder it took second fastest time. He was also fastest in the Test B acceleration hop.

Provisional Results

Full Moon Cup: K. F. O. Burgess (Burgess Special)

1st Class Awards: W. Cuff (Hells Hammers), P. Radford (Radford)

2nd Class Awards: H. E. Roberts (Robros); G. Best (M.G.).

IN June 1949 a small party of enthusiasts sailed from Dover to go motor racing. The objectives were the two classic long distance events—Les 24 Heures du Mans and Les 24 Heures de Spa. The cars were 1½-litre H.R.G.s and the man responsible for organizing the venture was Peter Clark, aided and abetted by Jack Scott.

The objectives were achieved, as the team won the 1½-litre class at both events, and in addition gained the team prize at Spa. One notable feature of the affair was that the car which won at Le Mans was the same one that scored again at Spa. Surviving 48 hours at racing speeds with nothing more than a decoke and a brake re-line at half-time, is no mean feat for any car that can also be used at home to take Auntie shopping. At the time, these two wins appeared to pass almost unnoticed in the glare of publicity given to the bigger stuff, so it is possible that some reminiscences about the affair may be of interest to many who have thought around the idea of racing a standard product.

I joined the team by "accident". The accident had occurred to Robin Richards, who was unlucky enough to crash the first completed car during tests on an airfield circuit. The car was only superficially damaged, but poor Robin broke his leg, which put him out of the team. Very tough luck indeed. I was talked (how they had to bully me!) into taking the vacant place, my co-driver being Eric Thompson. The other two cars were to be piloted by Peter Clark and Mortimer Morris-Goodall; Jack Scott and Neville Gee.

Peter, who is an incurable enthusiast, had organized an H.R.G. team the year before for the Belgian race, and they had carried off the coveted team prize—the Coupe du Roi des Belges. The cars then had been the standard production two-seaters with the all-enveloping aerodynamic bodies, except the Brock-Wright car, which had Ray Brock's own idea of a coupé roof. Incidentally, in 1948 the team had experimented with radio-control. I remember standing at the H.R.G. pit when Brock came in out of the rain from

J. E. G. FAIRMAN TELLS OF —

his first practice. Someone asked him his opinion of radio-control—he carried on for about five minutes without repeating himself.

However, for 1949 the radio idea had been dropped, which saved a bit of weight. Instead of the sarcophagus bodies we had orthodox two-seaters, built to Peter's ideas at Watford, under John Wyer's supervision. These bodies were very light indeed—almost too light, for they made the ratio of sprung to unsprung weight a little unusual, and the ride over bumpy sections was somewhat rough.

For a project of this nature, for which the preparation starts months ahead, the matter of administration is quite something. Three cars and their equipment to organize, six drivers, mechanics, timekeepers, shipping, accommodation, currency—the detail work is terrific. It is bad enough for a works team, where the staff is paid and has to do as it is told. This was a private venture with only a modicum of works assistance, yet Peter had the thing really well buttoned up. I cannot recollect one serious wrangle cropping up throughout the two events.

To do the hard work we had the services of Len Haydon, assisted by

A SUMMER

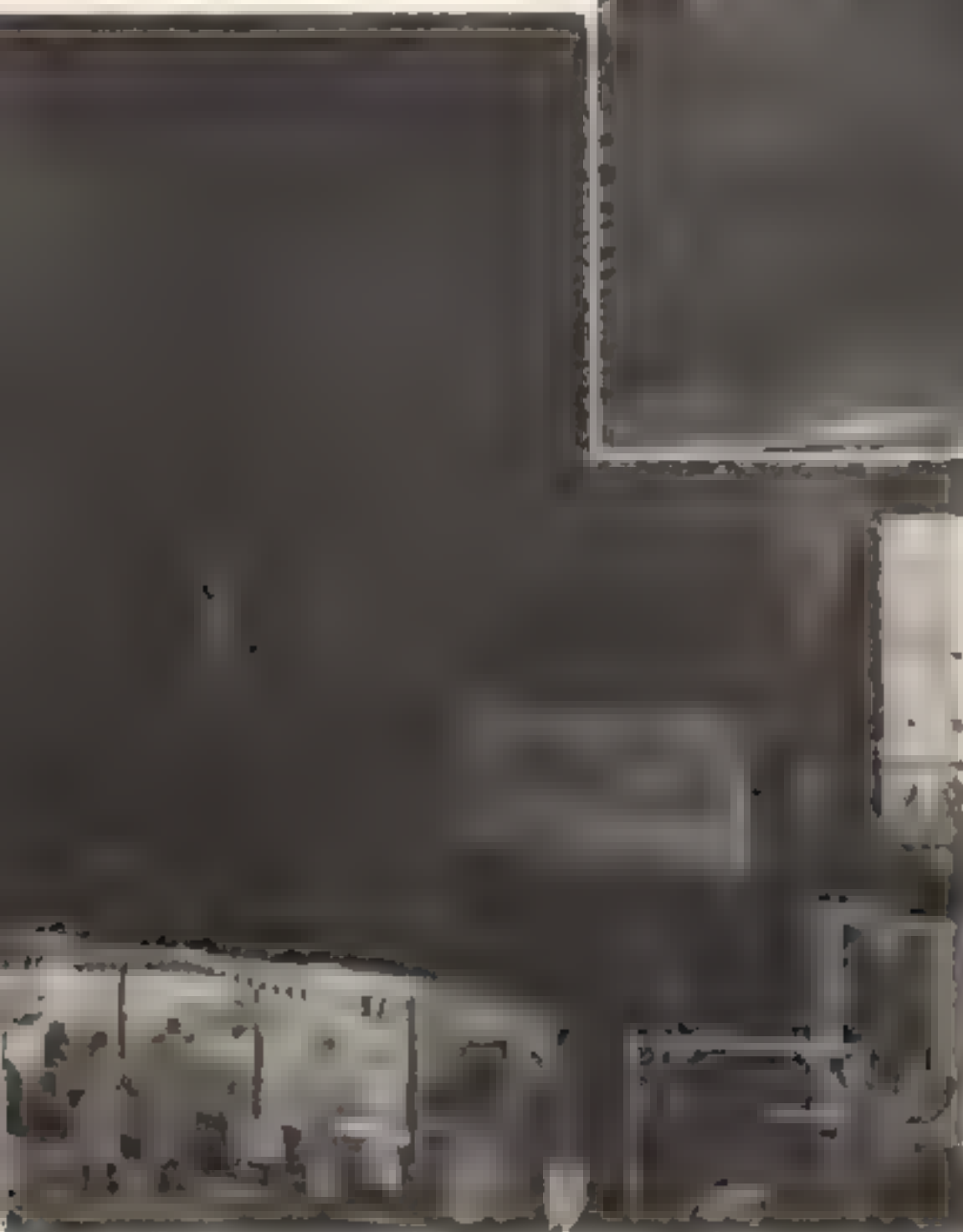
The Fascinating Tale from the
Successes at Le Mans



VICTORY (L. to R.): Eric Thompson and Jack Fairman after their 1½-litre class win at Le Mans in 1949. Gentlemen on the right are "les plombiers"

DOUBLE

ver's Seat of H.R.G.
and Spa.



Dicky Protheroe and Jack Denny. From Dover onwards we also had the assistance of two remarkably enthusiastic and hard-working soldiers—Captains Wright and Blood, of the Royal Engineers. These two soon became known as Blood and Thunder, and sometimes Thud and Blunder. To make up the weight and do the timekeeping the company also included Ariel Clark, Marie (wizard timekeeper) Scott, Yvonne, Edwin Redford and his wife, and Maryon (my wife). At Le Mans, Peter's Belgian friend Pierre Goldschmidt reported for duty as team manager, and various other friends popped up at intervals. I never really got clued up on the complete party, but Maryon swears that at Le Mans on the Sunday she helped to prepare 30 lunches in the tent behind the pits! We were quite self-contained, carting food, drink

and cooking apparatus with us in a half-ton Morris van belonging to Jack Scott's firm, and tools, tyres and spares in the Clark-Scott three-tonner.

I had very little to do with the actual preparation, and in fact did not see the cars in completed form until Maryon and I presented ourselves at the jumping-off point—the White Cliffs Hotel, Dover. The cars looked very nice parked in the street outside the hotel, painted in pale green, surrounded by a throng of small boys making the usual remarks such as "Cor, the speedo only goes up to 60", and "Wottleitreeleydomister"?

We caught the night boat, Protheroe being in charge of the administration, Peter and Ariel having gone on as advance party. On disembarking at Dunkirk at dawn, I did first spell in the Thompson car,

LE MANS: (Above) The author in the Victoria H.R.G. approaching Tertre Rouge during the 1949 24 Hours Race on the famous Sarthe circuit

SPA: (Left) Night scene during the 1949 Belgian 24 Hours Race on the Spa-Francorchamps circuit. The Scott-Pilette H.R.G. is at the pits having fuel put every where but in the tank

as I had never even sat in one of these devices before, and was anxious to see how it went. For some miles I was petrified, as the hard ride, crab track and "quick" steering were quite unlike anything I'd ever handled. When we stopped for a breather after an hour's rattling over poor roads, Eric came over to ask me what I thought of the car, and I'm afraid I held forth for some minutes about its ancestry. However, I was informed they always produced that reaction on people the first time, and that I'd get used to it. This was true, and by the time we reached Le Mans I had developed quite a respect for its cornering capabilities. Even by deliberately using blacksmithing methods, it was difficult to induce a really bad slide. During the racing both at Le Mans and Spa, the cars were as fast on corners as anything else on the road, and I had many amusing moments chasing the big boys round the twiddly bits.

After one or two routine stops for refreshment, during which Mort lived up to his reputation of being unable to stir many yards without falling over something, we arrived at Le Mans, where Peter and Ariel were awaiting us at the Café du Theatre. Several lemonades were consumed while we sat outside the café in order to celebrate our safe arrival. Maryon and I were domiciled on the premises, while the others were distributed around several nearby places. The only minor mutiny of the whole trip occurred at this point—the womenfolk took a dim view of the provincial



A Summer Double—continued

French ideas on sanitation. However, they soon reconciled themselves to making the best of it. The whole party gathered at the café for meals, which was pleasant. The Clarks had stayed here before the war. The proprietor hadn't changed, and was determined to do his best for the mad English.

Morris-Goodall Takes Them Round

Mort, being an old hand at Le Mans, was detailed to take the new boys round the circuit next morning in Peter's Vanguard for 20 laps, pointing out the snags. We did one lap, with Mort saying things like,

revs in top. Two of them developed gasket trouble and various bits fell off, as usual. Peter thought he had broken the frame on his car. One or two modifications also had to be made to satisfy the scrutineers—evidently they object to being able to see the road through the floorboards—so with one thing and another we had plenty to keep us busy. Anyone visiting our garage during the Thursday would never have thought it possible for the cars to get to the line on Saturday. There were bits of H.R.G. everywhere, with the entire crew hammering, cursing, pinching their fingers, and losing spanners they had put down

bonnet and shove things back to standard, so no world shaking results came from Dicky's tuning efforts. Actually, the worst thing wrong with the car was that it was the newest and stiffest of the three, and needed running-in. As the race wore on it got better, and by the end of the 48th hour at Spa I felt that the engine had just about settled down nicely. I'm told that the present owner gets more knots out of it now than we ever did.

Le Mans has an atmosphere quite unlike anywhere else on earth. Even touring round the "Circuit Permanent de la Sarthe" during the day, with six people squashed in the Vanguard, one felt very conscious of the importance of the affair. This wasn't my first effort at 24-hour racing—I had been to Spa the year before with poor Stallebrass and his Aston Martin—but I felt very much aware of the stirring deeds that had been done here in days gone by, and of the necessity of living up to the tradition set by the Bentley Boys.

Practice Thoughts

Apart from the troubles mentioned earlier, practice produced nothing of note. The cars gave us a bit of a bashing along the stretch from Arnage to the Esses (it hadn't been widened and debumped in 1949) and it looked as if four spells of three hours were going to be more than a little fatiguing. The line of pits was very long, of course, and although I had pinpointed ours during our daytime unofficial tour it looked very different in the dark when approaching at about 85. I did about three laps before I spotted it, but once a landmark had been fixed it became fairly easy.

The morning of the race was brilliant, and even by 9 a.m. it was obviously going to be very hot indeed. We all went to the course in the morning, long before the official time, and lunched behind the pits. Things were organized in typical Clark style. A large table had been set up, fairly groaning with the right things, and we put away a repast that would have been a credit to the Savoy—thanks to Ariel and Maryon, and the other wives who did the work.

The spectacle in front of the pits was remarkable—literally hundreds



"COME IN": Protheroe signalling No. 35 at Le Mans. The H.R.G. has pulled into the left of the road to pass another car which has not appeared in the picture.

"This is where old so-and-so came unstuck in '37", and "That's the tree that Buggins hit in '38", or "If you take this corner as fast as it looks as though you should be able to, you'll go through the hedge into those potatoes over there". Fortunately, before we got too depressed, Mort decided to let us tour round on our own, while he sat in the sun outside the Café de l'Hippodrome and reminisced over a glass of beer (or two).

Practice was at night on Wednesday, Thursday and Friday, but we skipped the last one. First time out, the cars all seemed far too slow and overgeared—we just couldn't get the

only a few seconds before. Peter and Mort, having pretty well stripped their car right down, found the frame wasn't broken after all. Len Haydon worked like a black; having been intimately concerned with the actual building of the cars, his services were constantly required on all three.

During the first practice, when one car (No. 35) seemed incapable of pulling the skin off the proverbial rice pudding, Protheroe thought up new theories of his own about carburation and ignition timing, and spent a lot of time experimenting. Whenever poor Dicky turned his back, Haydon would whip off the

of flags fluttering in the sunshine, people chattering excitedly around the shining cars that were beginning to arrive before their pits, flowers in profusion in front of the stands, and hands playing whenever they could be heard above the loudspeakers, which continually repeated the "24-hour Samba". All "poles apart" from anything ever seen at home. The pits and stands are astounding—permanent concrete affairs designed and built in the grand manner, with all mod. cons. When you see all this display, and appreciate that it's not taking place in some park or other but on the side of an ordinary public highway, which will be closed for 24 hours with no complaints from the locals, and you realize that such things can never happen in England, it's enough to make you weep.

Sweat in the Sun

Our gallant mechanics, under Pierre Goldschmidt's guidance, sweated away in the sun, coping with the final checks of vital points, draining tanks and refilling with the standard juice, etc. By 3 p.m. all was ready, and we were free to stroll around, drink in the marvellous atmosphere, and admire the many gownless straps which the young women had produced for the fine weather. It had been decided that Peter Clark, Jack Scott, and Eric Thompson were to be "Les Premiers Pilotes". This pleased me in a way, as it meant I would not have to cope with that fearful sprint across the road and hurl myself into the car. (I overshot badly and hit the fence doing this at Spa in 1948.) On the other hand, I was morosely certain that our car would never last for three hours, and that I wouldn't get a drive at all.

As zero hour—4 p.m.—approached, the tension could almost be felt. With about five minutes to go the drivers were stationed across the road opposite their cars, and all other bodies were chased off the course. At zero minus one you could cut chunks out of the silence with a knife. Then the noise of pattering and slithering feet, a few loud grunts from drivers who jumped in too rapidly, a grinding of starters, and all hell seemed to be let loose as the cars roared away with screeching tyres. At this

moment my conviction that I would never get my drive seemed well founded, as Eric could not start his engine! Almost everything else had disappeared, and there he was still pushing some knobs, pulling others, wagging the gear lever and kicking the clutch, all without result. (At Le Mans, of course, you must always start on the button—you cannot get out and push or use the handle.) I think the trouble was merely a matter of hot weather and rich mixture, and after about 20 seconds or so the engine fired and poor Eric was away, having just lived the longest half minute of his life.

Thompson Treads On It

We had planned to take it fairly easily in the early stages of the race, as we couldn't begin to hold our stronger rivals like the Citroën based D.B.s in any case. I was afraid the shock to Eric's system when the device wouldn't motor at the crucial moment would make him forget this and overdo it trying to catch up, which would finally put the lid on my chances of having a go. To my horror, when the cars came screaming by about six minutes later—Eric shot past in what seemed to be about the middle of the pack, right on the tails of the other two H.R.G.s. How on earth he made up the lost ground is beyond me. However, within two or three laps he had settled down beautifully, looking as though he had been doing the job all his life.

The initial shock over, the second

drivers were able to breathe again, seek refreshment, and relax. But gloom soon descended. After about 50 minutes I returned to the pit just in time to see Peter slide to a standstill in a cloud of steam, and bawl to an astonished pit staff that his unprintable radiator had unprintably burst. The real trouble was that the pipe leading into the header tank had pulled away—a minor fault but a major tragedy. The repair was simple, but there was no way of refilling with water, since one can only break the various seals at Le Mans once every 25 laps (it may be 20—I've forgotten the exact figure). Peter had about seven more laps to cover before the rad cap could be removed. He went off again slowly, hoping to plod round until water could be taken on, but the engine seized solid near Mulsanne and Peter hiked to the pits. Mort, being a dyed-in-the-wool Le Mans fanatic, would not let it rest at that, and he plodded back to the car carrying several bottles of water stuffed in his overalls, which made him look like a cross between Mae West and Mr. Michelin. After he had recovered from walking in the intense heat, he actually got the car moving again, but not for long. This was very rough luck on Mort, as it meant he didn't get a drive at all, and all Peter got for his months of hard work was about 50 minutes motoring. Elimination through a well and truly burst engine would have been less irritating.

(continued overleaf)



DEPOT: The H.R.G. pit at Le Mans after No. 35 had crossed the line. The figures in black denote the total number of laps completed.

A Summer Double—continued

Owing to the possibility of the same trouble occurring on the remaining two cars, Pierre Goldschmidt and Peter decided to take preventive measures at the change-over of drivers. When Eric Thompson came in at 7 p.m. I was told to climb in and go straight off, then stop for refuelling when I saw the signal hung out after about four laps. (There was a purpose behind this seemingly illogical plan which cannot be revealed for security reasons.) An unexpected snag cropped up here. All practice had been at night, and naturally one would expect to find it easier to spot things by day. However, the approach to the pits now looked quite different, with hundreds of flags flying and all the pink faces looking out. For about three laps I came by in a bunch of cars, which kept me pretty busy looking where I was going, and I could not even locate the pit, let alone see any signals. This is an odd thing, which I found happened to some other drivers as well. However, as the hours roll by it gets progressively easier to pick up signals, and after a time you can recognize people in the pit quite easily, and almost lip-read their comments as you flash past.

Cooling Mods

Anyway, I managed to spot the signal when it did appear, and the modifications to the cooling system and the refuelling were done in a very few minutes, and off I went again to complete my spell of three hours. I soon settled down to a steady routine and was able to maintain the scheduled lap speed while driving relaxed—which means as relaxed as one can be when driving one of these cars, the ride not being exactly an armchair one. Everything seemed to be functioning perfectly, although I expected something to happen every lap, especially with the reminder of Peter's car standing forlornly at Mulsanne.

By this time the field of 49 was pretty well strung out round the nine-mile circuit, and it was surprising how one could sometimes cover a complete lap without seeing another car. Under these conditions, the regular routine and uninterrupted

noise can have quite a soporific effect, and it's easy to start day dreaming, on the lines of "Well, this is a great day, this is really Le Mans, and it's really me helping to wave the Union Jack, I never thought I would get the chance, what a lucky chap I am but how well I'm driving, etc., etc." Just as you are beginning to kid yourself that you're a second Birkin a couple of Talbots and a Delahaye will roar past as though you have stopped. This is extremely frightening but good for the soul, as afterwards you are careful to keep a wary eye on the mirror.

At the Going Down of the Sun

As the sun went down it seemed to get dark very quickly, and for a couple of laps I wasn't at all happy at trying to maintain my speed along the Arnage-White House stretch. It's amazing how one can overlook the simplest things under these conditions, but I had quite forgotten that when I took over at 7 p.m. I had put on tinted goggles to cope with the glare of the sun. So it was hardly surprising that the light seemed so poor.

With the approach of darkness it was amusing to see the camp fires beginning to light up round the course, as those who were making a night of it brewed up whatever it is that Frenchmen use for refreshment under these conditions. I wonder whether a 24-hour event in England would induce large sections of the public to stay up all night?

Flock of Simcas

I never did get around to getting the hang of which car was which in the race. The 1½-litre Gordini-Simcas hadn't started, but this still left a large flock of smaller Simcas of all shapes and sizes, to say nothing of things like Monopoles, Aero-Minors, D.B.s, etc., some of which were faster than us despite their smaller capacity. One easily recognizable car was the George Phillips M.G., with which I had quite a private dice once—we went the whole length of the straight practically neck and neck. Phillips suffered rotten luck later, the car being eliminated through a simple ignition fault during Curly Dryden's spell. As soon as the trouble was remedied the car ran as well as ever,

but one of the multifarious Le Mans regulations had been infringed and that was that.

The mention of regulations reminds me how excellent Pierre was as manager. His perfect command of the language and browbeating approach to all types of officialdom was invaluable, and we never had to worry about being caught out on some small point through misinterpretation of the regs.

Around 10 p.m. I spotted the "come in" signal, spent the next lap trying to remember the correct sequence for the pit drill, and duly pulled up at the correct spot. Everything went quite well, we made no ghastly mistakes, and Eric hopped in and was off. I was led away for food and drink, feeling that life wasn't so bad after all.

"Show a Leg!"

After what seemed about a ten-minute doze in the back of the lorry I was awakened by the manager and told I was due to take over again. I think this is about the most unpleasant time at Le Mans. One a.m. is a horrible hour to wake up, anyway, and knowing that you have a three-hour spell of night to drive through is a bit depressing. Eric duly arrived, wheels were changed, fuel slung in, and away I went. Within half a mile I was most unhappy. I was cold, and it was painfully obvious that my earlier spell of bouncing about had sorted out lots of muscles in neck, back and thighs which I didn't know existed before. For about three laps it felt as though I was riding in a springless and iron-shod cart, but luckily the aches wore off as I warmed up so I began to feel happier.

The car still seemed as good as ever, and I began to think that with a bit of luck we might stagger through to the finish. This hope was rudely shattered soon afterwards, when I came across the Jack Scott-Neville Gee car stuck by the roadside. I wondered what had happened, and immediately began to fancy that I could hear all sorts of noises in my car, and to detect wonky steering, slipping clutch, noisy axle and failing brakes all at the same time. Shortly after I saw No. 34 back at the pits, where it stayed for a time while they sweated

away changing a gasket. It got away again, only to retire later with some remote trouble—I forget now what it was. So now everything depended on Eric and me and the faithful No. 35.

Dawn

By 3.15 a.m., when the sky was gradually getting lighter, I felt for a while that I might as well stop at a café somewhere and chuck this silly business up, as the car was obviously going to break in half or fold up in some way, and nobody seemed to care! I appeared to get no signals at all, and several times, as I passed, I could see various types chatting and drinking in our pit quite oblivious of my existence. In fact, Pierre forgot to give me one signal only, while No. 34 was being worked on. But when you are rushing round in the dark, rather cold and wishing it was all over, you can

easily get a fit of the blues, and one small thing like a missed signal can magnify itself out of all proportion.

At about 4.10 a.m., just as I was thinking of stopping to inquire whether I was expected to go on for ever, the "come in" signal suddenly appeared, at which I was so pleased that I quite forgot to deliver the rude speech to the management that I had so carefully rehearsed for the last few laps.

Cheering Prospects

Off went Eric, refreshment was produced for me, and I was surprised to learn that we were lying about 15th in the race, and had a chance of doing quite well on formula. Realization that we had reached and passed the half-way mark in one piece was very cheering.

Around 6 a.m. the sun was beginning to remove the chill from the air,

and our faithful wives and girl friends (don't misunderstand me) produced an excellent breakfast. About 7 a.m., Eric came in, refuelled, and before I went off warned me that the brakes were not quite all they had been. Having felt the cold during my night spell, I kept on a pullover and jacket under my overalls. But by 9 a.m. the sun was really tropical, and I was too hot for comfort. On the straight I tried leaning over the side so the wind would blow down my neck, but when I hit a bump and nearly fell out of the car I abandoned the idea of trying to keep cool.

NEXT week, Jack Fairman tells of the anxieties of the closing stages of the race and also of the H.R.G. team's success in the Belgian 24 Hours Race.

Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

That Soviet "500"

My suspicions as to the authenticity of the photograph of the Soviet SVFZDA 500 car reproduced on page 163 of your 9th February issue, go rather deeper than your own—as expressed in your caption, at any rate.

Assuming that the car was crossing the finishing line at a very modest 60 m.p.h., is it not odd that while the shutter of the camera should have been rapid enough to "freeze" it, it failed to cope with the movement of the chequered flag? This effect can be produced by "panning" the camera, but in the case under consideration the sharpness of figures and background rule out that explanation. I would be most interested to know George Phillips' views on the matter.

I feel that this photograph, as so frequently happens with propaganda of all types, tends to smell a little on close inspection.

GEORGE GRIGGS.

LONDON, S.W. 10.

We can assure readers that the photograph was *not* issued for propaganda purposes, being taken by a news photographer. On closer examination, it may well be that the car is being started by the gentleman with the chequered flag.—Ed.

TC versus TD

I WOULD like to reply to "Alpine Widow" concerning a few points in our interesting discussion, and to thank her for her very kind remarks! I entirely agree with her that a comparison of the times made in the timed climbs of the Alpine Trial in different years, can be only a rough estimate of comparative performances. But to be truthful, I must risk sabotaging our debate still further by reminding her that

the whole of these particular figures are, for several other reasons, quite valueless to any serious seeker of accurate data, though most interesting to the competitors themselves, who have some idea of the circumstances under which they were achieved. Personally, I take them as general figures only, with a fairly wide margin for error, the reasons being that apart from any derangements which may beset a car on a trial as long and hard as the Alpine, there is the all-important question of the formula. In this, these timed climbs have no bearing whatever upon the final results of the trial, provided that the driver is not penalized for exceeding the stated maximum time set down for that class. The cups offered, though an inducement to speed, are not the most important item to be considered. To illustrate, in my own case in 1949, the Stelvio was, as mentioned, done minus front shock absorbers. I went as fast as possible, if somewhat down on maximum. For the Col du Var the question of personal strategy reared its head. This was the last day of the trial, the TC was then leading the class and it had become most desirable to finish. Having had to push the engine fairly hard in the earlier stages to make up time lost with the shock-absorbers, though the engine was still in good heart, the strategy for the last lap was, as far as possible, play for safety and keep the revs. down! So, for the Col du Var, though we did not exactly linger, there were occasions when a lower gear and a burst of 5,500 or 6,000 would have clipped off a few seconds, had it been vital to us. As conditions more or less similar to these apply to all competitors, some of the results are apt to be a little misleading to the outsider.

I must here point out to "Alpine Widow" that, in her original article she stated that these climbs were run to a "bogey" system, which was the old system used in the earlier, pre-hillclimb, speed trial events. The current method is, of course, a timed section, "which competitors must cover at their average road speed." This makes a heap o' difference to driving strategy, as it means driving to a known time, instead of to an unknown, so variations in times of experienced drivers may well be allowed for.

Another important point which should always be known about a car before using its performance as data in a trial of this sort is, by whom was the car prepared, and how? For

(continued overleaf)

Correspondence—contd.

there are, as we know, M.G.s—and M.G.s! My own car as referred to, was a current model, prepared by the M.C. Company, although not to full Mark 2 engine tuning specification.

On her theory that relative penalization points can be taken as evidence of a good, or not so good, Alpine car, perhaps Mr. Shepherd might have some comments to make! In the TCs case, 160 were due to the breaking of a non-standard part. I am prepared to agree that in the matter of special shock absorbers later seasons may show an improvement, there was room for it.

My own summing up is that there is no evidence to show that the TDs are faster than the TCs in the Alps. 1950 was, without doubt, the TDs' year, for the very simple reason that the TC was "officially" obsolete. Moreover a works team was running for the first time since the 1930s. As a final point of interest, the weight tickets of our own TC and TD cars show, 15½ cwt and 18½ cwt in the same team, with alloy bucket seats. I leave it to the readers of AUTOSPORT to decide which car would climb a steep hill the faster if similarly tuned and driven. I myself look forward to the day when Government policies make it possible for the M.C. Company to enter the lists of the Alpine Trial, with a full 1½ litre car shorn of several hundredweight of avoidances, and with a suitable close ratio gear box!

And now to close my share in this enjoyable correspondence. I hope to be, in two weeks' time from now, once more in the Alps with, this time, the TD model.

BETTY HAIN

PURBOROUGH

Lightweight M.G.s

HAVING read the controversial correspondence about the TD and TC M.G.s, I am wondering if any reader has any idea of the whereabouts of the small number of Shorrocks blown 2-seater M.G.s that were built on the 1½ litre chassis, when it was first introduced? These had very light Italian type bodies and were made to order for the American enthusiast Roger Barlow of Los Angeles.

W. H. C. SEERY

LONDON S.E.9.

Hope for the Seekers

RUSSELL LOWRY is not the only person to discover Hamfray Symon's *Monte Carlo Rally* this week. I have just unearthed (almost literally) a much perused copy from my local public library.

The chances are that libraries all over the country have copies and the position is thus much more hopeful than the Northern scribe supposed.

I, too, knew neither food nor sleep till this enthralling book was finished.

KENNETH SHORT

SMETHWICK, STAFFS.

Chain Drive Again

If a mere mechanic may be allowed to join the fray, I think some things have been taken for granted without due thought in applying Newton's laws and dynamics theorems to this particular case. Firstly let us get this radius rod business straight, a radius rod, presumably, keeps the centre of the wheel at the same distance away from the driving sprocket. If the radius rod were not pivoted on the driving shaft all sorts of forces and motions could be arranged by varying the relative positions of the driving shaft and radius rod pivot—but what a job keeping the chain tight! Next is it usual to study torque and reaction in—for instance—a Ford type rear axle or an engine-gearbox unit without studying each example as a complete unit? If it is usual, why, in the name of goodness, is it "not permissible" to regard this transmission unit as one, merely because it is not enclosed in a box? What if the power were transmitted by spur gears, with the driving gear rotating in the same direction as the road wheel, using suitable idler gear, or gears spaced out on the radius rod? I venture to state that torque reaction and "wheel flinging" would occur exactly as in the chain drive variety, because

power is being transmitted at an angle to the radius rod, i.e., where the teeth mesh.

Imagine just a driven sprocket and roller chain in mesh with it. Provided the chain and sprocket are the correct pitch (presumably a man of sufficient ability to contradict men of letters and real designers, would disdain to use any other), then all rollers that are in contact with teeth are transmitting power. BUT, only the one roller immediately before leaving the sprocket is transmitting power in the direction of the driving sprocket, all the other rollers that are in contact with teeth transmit power at an angle, i.e., at right angles to the radius drawn at each point of contact. The resultant of all these tangents would form a line at an acute angle (i.e., less than 90 degrees) with the radius rod. Similarly, considering the driving sprocket, its resultant would form a line at an acute angle with the radius rod and on the opposite side. These aforementioned angles would not be exactly right angles because of the slack that must be present in all chain drives.

As "you expert dynamicians" will no doubt say, with random teeth, but what about when the chain wears? a worn chain can be lifted off a sprocket in the middle of its contact area (and you know that) and therefore cannot be transmitting power over an arc. To which the answer is chains always transmit power through more than one tooth, if it means partially climbing two or three of the teeth to make up for the slight difference in pitch, which brings us back to the power at an angle thesis.

T. H. LISTER

HITHWAITE, NOTTS.

Magnetic Crack Detection

MR. BOLSTER underlined recently the need for crack detection of highly stressed parts. Magnetic crack detection is a very simple operation. It requires magnetizing of the test piece (which may be a gudgeon pin, a spring, a piston, a connecting rod, or a crankshaft) and the application of a few drops of a reliable "magnetic ink" to the magnetized test piece. This "magnetic ink" immediately seeps and indicates the crack and its extent by forming, according to the colour of the "ink" either a black, or a red, or a white line.

Nowadays the majority of iron and steel works, and most precision engineering concerns are equipped for magnetic particle inspection. However, the method of magnetizing the test piece is irrelevant for the result of the inspection, whereas the quality of the "ink" is important. Whether a commercial type of magnetic crack detector is employed or a permanent magnet or a coil of insulated heavy wire, say 8 S.W.G., which any motorist can carry in his car and which he can energize with his car battery the user of "magnetic ink" must be certain that the few drops of "ink" which he applies to the surface of his magnetized test piece give a reliable indication.

A wide range of grades of Supramor Electro-Magnetic Flaw Detection Ink (which has the approval of the Aeronautical Inspection Department) was developed by a Manchester oil refinery to supply a non-caking "ink" of the colours black, red, white which is ready for use on slight shaking of its container and which gives a clear picture of any flaw in a magnetizable test piece, i.e. of surface cracks, of internal cavities, and of non-magnetic inclusions, provided that the test piece is adequately magnetized during the short period of the application of the "ink".

T. A. HEATON

MANCHESTER

The Overhead Camshaft M.G.—A Bouquet

I HAVE, as yet, seen no mark of appreciation from your readers of that masterly series by Philip H. Smith. True, certain criticisms of minor points have shown that his articles are carefully read, but there has been nothing to compare with the literary attack and civil defence that follows a single article by John Bolster.

Thus I feel I must rectify, for to one like myself, with an M.G. to rebuild and no mechanical knowledge this series alone makes AUTOSPORT well worth my weekly subscription. His tips on tolerances and the not so obvious methods of going about the job are proving most useful. Even more useful is his knowledge of the mechanical shortcomings of the "clot"

who previously owned my vehicle. I can only assume that he knew this character personally.

His statement that the rocker gear might be incorrectly assembled must have referred to the complete reversal of the rocker shafts and their consequent starvation of oil—a touching act of faith in the long-distance lubricating qualities of N.O.L. 30. His detailed diagrams of the sequence of assembly of the guts of the oil filter and the tightening order of the cylinder head nuts were obviously designed to cope with the lad who had ensured that all the oil by-passed the by-pass filter, and cracked the cylinder head by injudicious use of a two-foot spanner. His mention of possible damage to the oil-feed restrictor pin was an obvious pointer to the fact that this pin had been damaged at some time, the hole bored oversize, and no replacement pin inserted.

For such information as this I can readily forgive his assumption that the con-rods can be withdrawn through the bores, and that a surface plate will remain true after the application of grinding paste. I will even allow him his masterly understatement of five nights of sweating labour as "a job requiring a little patience." My only regret is that this series is not likely to give any tips on panel-bashing or the replacement of body-work containing five wood beetles to the square inch.

More power to your elbow, Mr. Smith, may you and AUTOSPORT carry on with unabated vigour.

JOHN D. WINSTON

N. WEMBLEY, MIDDX.

—And a Mild Brickbat

MAY I refer you to Mr. Philip H. Smith's article in the 2nd February issue of AUTOSPORT, in which he deals with the cylinder head oil feed restrictor pin.

I should like to point out that it is not practical to check the .220, .221 in. dimension across the flat and that with reference to the pin and hole diameters, the upper limits give size and size which I feel was not intended.

PETER H. SCRANE

ENFIELD, MIDDX.

Revive Racing at Crystal Palace?

I RECENTLY had opportunity to examine the now neglected Crystal Palace circuit and was much impressed. The Army used it as a supply depot during the war, but since then it has been resurfaced with tar and granite chippings. The track is in perfect condition, no cracks being visible at all. The old buildings, which have recently been further destroyed by fire, are being attended to and are set well back from the track. The grounds are used for football matches in the winter, and solely as a park in the summer. They belong to the Crystal Palace authorities, but are soon to be taken over by the L.C.C., and I can see no reason why motor-racing could not be revived there. Parts of the grounds are in most dilapidated condition at the moment, but should racing be resumed, profits from the gate and parking fees might be used to tidy up the overgrown parts.

The track is 30 feet wide for the most part, 35 feet along the starting straight, and the lap distance is two miles, with many sharp corners. The lap record is held by Raymond Mays at just over 60 m.p.h. on a 2-litre E.R.A.

The car parks are marked out for the football matches, and the cost of putting on a race meeting would not be great, as only a few bushes would need to be cut back in addition to normal preparations.

This circuit would appear to be especially suitable for 500 c.c. racing, and being situated in London, large crowds should be attracted, particularly during this Festival year. Should we not press the authorities concerned to revive the Crystal Palace racing circuit?

A. G. COOPER

STOWE

Zinc Oxide in Lubrication

DR. J. R. EDISBURY refers to earlier correspondence under this heading and also comments on metallic zinc deposits laid down on surfaces lubricated with zinc oxide additive oils. That such deposits do exist can readily be proved by microscopic and chemical analysis. Nevertheless it is not to these deposits that zinc oxide owes its unique lubricating qualities.

The special properties of zinc oxide are—1. It has a stabilizing influence on oil and slows down the rate of deterioration. It is an excellent "dry lubricant" and under shock or excessive loading when the lubricating oil film is so disrupted that metal to metal contact takes place it will maintain satisfactory lubrication condition. 3. It is an anti-fluxing agent and will prevent welding of the microscopic high spots on bearing surfaces which when they penetrate the oil film make metallic contact with similar high spots on the journal surfaces. It is such welding and the resulting tearing apart which is a fruitful source of scuffing. 4. It acts as an anti-corrosion agent and protects delicate bearing surfaces (ball and roller bearings for example) from the action of water, damp air, chemical fumes, etc., etc.

So far as the automobile is concerned, zinc oxide lubricants will give longer life to gearbox and rear axle parts. By producing better run in gear tooth surfaces they will promote smoother and quieter running. The use of a zinc oxide grease on king pins, steering gear ball joints, etc., reduces rate of wear and these parts are given greater protection from the effects of mud and water.

That zinc oxide oils are quite widely used in the heavy duty rear axles of trolley and diesel buses is indicative of their ability to provide superior lubrication to that obtained from conventional type oils.

J. S. JACKSON

LONDON, W 14.

Oversize Tyres on T-type M.G.s

CAN any reader give me his experience of the use of 6.00 in. x 16 in. wheels and tyres on the rear axle of a T-type M.G.? I am of the opinion that they would give a softer ride, increase the already excellent cornering potentialities and improve upon road adhesion.

C. J. FARR

BROADWATER FARM, WEST MALLING, KENT.



News from the Clubs

CROWDED HOURS

THE R.A.C. National Competition Calendar for the year is not yet available in printed form, but the preliminary duplicated sheets make interesting reading, and show the flourishing state of the sport, listing as they do some 500 separate events which will be run during 1951 under R.A.C. permit. No wonder it's a job getting the dates organized.

The most obvious development is the extraordinary popularity of rallies, which sprout like mushrooms all over the place, and add up to over 90 out of the total indicated. Thus, about one event in every five during the coming year will be a rally. Trials, in spite of the allegedly stifling influence of Specials, are still by far the most popular events, and over 250 of them are scheduled to take place during the year, which by rough arithmetic makes five every week-end. Speed events, whether race meetings, sprints or so-called speed "trials", account for over 90 and so occupy a similar place in public popularity to rallies. If we include the couple of dozen listed hill climbs, we have an imposing array of gatherings for the devotees of pure speed. For those who cannot aspire to such heights, there will be something like 30 affairs based on Driving Tests. If all goes well, the year should be an exciting one, and AUTOSPORT's reporters are going to be Very Busy Men.

THE JEANS GOLD CUP TRIAL

REGULATIONS and Entry Forms for the Liverpool M.C.'s Jeans Gold Cup Trial, which takes place on 4th March, are now available from the Secretary of the Meeting, Mrs. V. M. Rankin, 7 Churston Road, Liverpool, 16. Last year, the Trial regained much of its former reputation, and every effort is being made to live up to this in 1951. Fresh ground is being exploited in the Lancashire area, which is well-known to George Bramwell, Clerk of the Course. The start will be at

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this as the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

the Bayley Arms Hotel, Hurst Green, near Longridge, at 10 a.m. on 4th March, and the course will be about 60 miles in length. The invited Clubs are Lancashire A.C., Sheffield and Hallamshire M.C., M.G. Car Club, Wirral 100 M.C., Lancashire and Cheshire C.C., Yorkshire Sporting C.C., and the Midlands Motoring Enthusiasts' Club.

THE VETERAN CAR CLUB

Annual General Meeting

THE Veteran Car Club of Great Britain, Ltd., held their A.G.M. at the South Kensington Hotel on Saturday, 10th February. After an excellent buffet lunch, the formal part of the proceedings took place. A record attendance of members, some of whom had actually brought out their old cars for the occasion, certainly proved how popular the V.C.C. has become in the 21 years of its life. There was a vast amount of business to be transacted, but the formidable agenda was got through expeditiously, thanks to the efficiency of the chairman, Commander Philip Shaw, and the President, Mr. G. James Allday.

Unfortunately, Mrs. Shuttleworth was unable to be present, and so the formal presentation of the Shuttleworth Trophy to the club was performed by Lord Charnwood. Another new trophy, kindly given by S. S. Kaye, was also added to the club's collection, which must be by far the finest and most valuable owned by any motoring club in the country. The presentation of the 1950 awards was made by Mrs. Allday, and a silver salver was given to Mr. and Mrs. Hutton-Stott for their very great services to the club.

Tea was followed by a film show.

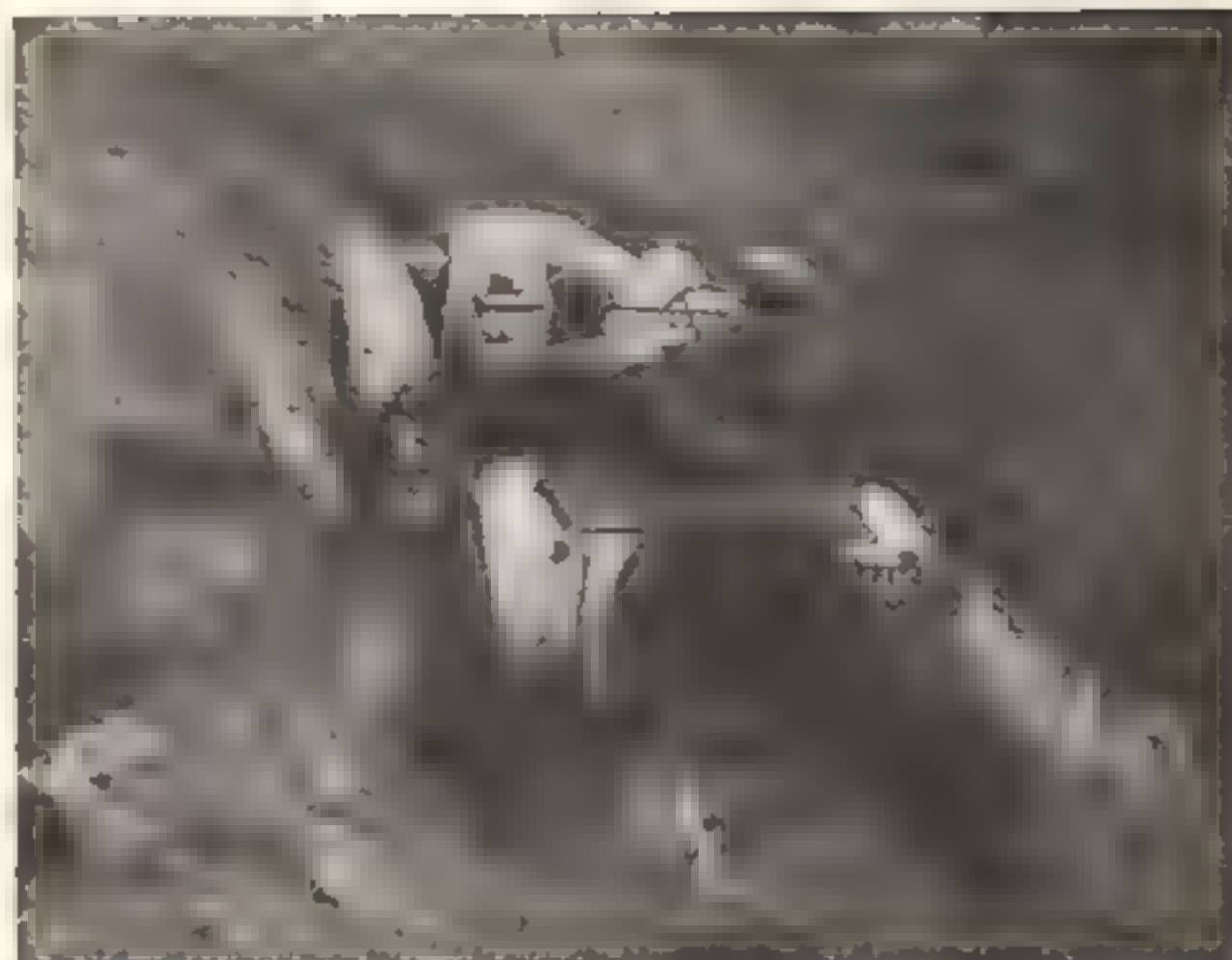
and as this was organized by "Antone" Curtis, it is needless to remark that it was excellent.

PATHFINDERS AND DERBY MOTOR CLUB

THIS Club is running a Closed Invitation Rally on Saturday and Sunday, 14th and 15th April, probably with a late start on the Friday evening from alternative points in the Midlands and finishing at Scarborough. On the Sunday morning the usual eliminating tests and Concours d'Elegance will take place. The road section will be a matter of 450-500 miles, taking in the Yorkshire Dales. Invited clubs are Sunhac, M.M.E.C., N.M.M.C., Derbyshire County C.C., Leicestershire C.C., Nottingham Sports C.C., and Sheffield and Hallamshire M.C. The organizing Club has been presented with a handsome silver trophy which will be the premier award for the event. Regulations and further particulars are available from J. A. Levland, of 15 Eastwood Drive, Littleover, Derby, who is Hon. Sec. of the Club's Car Section.

WESTMORLAND M.C. HILL CLIMB

THE best possible news for speed enthusiasts in the North and North-West, is contained in a note from this Club, outlining arrangements for their Closed Invitation Speed Hill Climb on 28th April, for sports and racing cars. The hill to be used is six-tenths of a mile long, and has an overall gradient of 1 in 9, surfaced with good Tarmac. The hill rises sharply from the start to a 90 degree right-hand bend, and then, after a short straight, goes into a gradual left-hander. This leads to an excellent quarter mile straight, ending with a steep right-hand hairpin, 40 yards before the finish. Rest and be Thankful fashion. Beyond this, there is adequate pulling up space. Entry Forms and Regulations will be available in due course from T. W. Hodgson, The Laurels, Spital Park, Kendal.



BOG-BUSTING (Left) J. S. Mitchell (H.R.G.), winner of the M.G.C.C. Scottish Centre's Spring Trial, negotiating a boggy section on Candie (Above) W. J. Alexander (Austin), on the same section

RHYL 300-MILE RALLY

Rosen (Triumph) Winner

At 9 p.m. last Sunday, 30 cars set forth from Messrs. Braid's Garage, Colwyn Bay, to compete for the Braid Trophy in a 300-mile Rally (at 25 m.p.h.) organized by the Rhyl and District M.C.

The route was through (and over) the Snowdonian Range, going as far as Barmouth and Nevin and finishing at Tal-y-Bont near Conway. This was the first Rally the Rhyl and District M.C. have organized and it was voted a success by all. Its appeal can be judged from the fact that the "House Full" notice had to be hung out on Wednesday.

For the first 60 miles or so the going was not easy by reason of a fine layer of snow that in places covered thin ice. This included the "Colonial Section", a rough, narrow 5-mile stretch put in to liven things up a bit. It did. The snow-covered ice caused some stoppages, but such was the spirit of this rally that whole crews turned out, braved a biting wind and lent a helping hand to the unfortunate. A few miles farther on competitors ran clear of snow and the only problem was time and distance. Slide rules and computers ran hot. The moon came out at times as if to keep an eye on things, and at least one team stopped and snatched a precious

minute to admire the mountains bathed in its cold light. All but six teams signed in at the finish. It was thought that one of these had pranged badly, but news came through during an ideal breakfast at the Ybedol Inn, Tal-y-Bont, that this was not so and the car was homeward bound under its own power. After breakfast, a simple "in and out the pylons" timed test was held, and so ended a grand "night" at 10.30 a.m. The provisional results were announced at 11 a.m. as follows:—

RESULTS

Braid Trophy: D. B. Rosen (2-litre Triumph).

Brooken Parry Tankard: W. N. Owen (1½-litre Riley).

Special Test: Best time, E. R. Wetherall (Morris "8") 11½ secs.

No marks lost in Rally: D. B. Rosen (Triumph), W. N. Owen (Riley), J. E. Lea (Standard Vanguard), D. Brooks (Hillman), A. Poppleton (Standard Vanguard), L. Campbell-Blair (Austin A40), L. Watkins (Rover 12)

TALLY HO!

STRIDENT toots on the Presidential Shunting horn provided suitable punctuation during the Leicestershire Car Club's Annual Dance at the Bell Hotel, Leicester, on the 14th February. About 270 members and friends sat down to an outstandingly good menu, which lived well up to

its own heading—"Sit down and welcome to our table". Afterwards, the Lord Mayor of the city, in proposing the good health of the Club, was full of good cracks, and revealed that he had learned to ride a motor-cycle during the war. His experiences in struggling through mud led him to appreciate one of the advantages of a car—you don't have to pick it up afterwards

M.G. CAR CLUB (S.E. CENTRE) WINTER TRIALS PARTY

EIGHTY members and friends attended White's Hotel, Lancaster Gate, on 17th February, for the M.G. C.C.'s (S.E. Centre) Winter Trials Party. On arrival, signing-on sheets were autographed and old acquaintances chatted over the past year's events. At 8 p.m. following a "signed" route, members found themselves in the dining room which was festively decorated, headgear of varied nature being provided for all; awards and trophies for the past year were on view. After a very good dinner, order was called and Tony Rumfitt, in a short but amusing speech, proposed the Toast of the S.E. Centre

After the various awards were presented, a new trophy was handed to the Club by Mr. Figg on behalf

(continued overleaf)

News from the Clubs—continued.

of Mr. J. Duckham—The Duckham Memorial Trophy, which is to be presented annually for the Best Performance by an M.G. C.C. Novice in the Chilterns Trial. This was won by B. A. M. Gilbert.

Special presentations were made to John Thornley, who has recently resigned from the General Secretaryship of the Club, and Mary Harris, who, due to illness, has had to resign from the Centre Secretaryship. Mr. Thornley received a Silver Cigarette Box and Mary Harris a Beauty Box

* * *

YORKS B.A.R.C. FILMS

THE B.A.R.C. (Yorkshire Centre) will hold a show of motoring films on Thursday, the 1st March, 1951, in the ballroom of the Parkway Hotel, Otley Road, Leeds. The programme will include the Habershon film "Motor Sport, 1950", the Shell film of the Grand Prix d'Europe at Silverstone, and "Log Book, 1950", which covers the V.S.C.C. Rally, the Rest and Be Thankful Hill Climb, and the B.R.D.C. Production Car Race. There is also a full sporting programme including such spicy items as the Ilkley Grand National, portraying "Strife and Damnation on Denton Moor".

* * *

DUDDON VALLEY TRIAL

THE North Western Centre of the M.G. Car Club's newly arranged series of monthly "Noggins and Natters" are proving very popular, and each successive occasion seems to be better attended than the last. The latest example took place on 1st February at the Five Ways Hotel, Hazelgrove, a popular rendezvous of local motoring bodies.

Apart from the general flow of cheery chatter, the opportunity was taken of putting members in the picture over the Duddon Valley Trial which will be held on 11th March. This will be a Standard Production Car event in the old tradition, and will include such observed sections as Littledale, the Kirkstone Pass, Wrynose and Hard Knott. Entries are limited to members and associate members of the

Coming Attractions

23rd-26th February. *Sestrières Rally, Italy.*

24th February. *West of England M.C. Spring Trial, S. Devon*
Cheltenham M.C. Cotswold Trial
S. Cotswolds. Start 2 p.m. Bellevue Hotel Garage, Cheltenham.
N. Ireland M.C. Trial, Londonderry.
Scottish S.C.C. Half-day Trial, Fife and Kinross. Start 2.31 p.m. Kincardine Bridge.

25th February. *Buenos Aires G.P.H. Argentina (Formule Libre).*
Burtrask Circuit, Sweden. (500 c.c. cars).

North London Enth. C.C. Jacobean Trophy Trial, Hertford-Ware.
Cemian M.C. Kent Cup Trial
Start 2 p.m. Spring Tavern, Wrotham.

Coventry and Warwicks M.C. Spring Trial, Coventry.

Leicestershire C.C. Browett Trophy Trial, Leics. Start 12 noon. Browett's Garage, Dover Street.

Welsh Counties C.C. Trial.

Nottingham S.C.C. Pilkington Trophy Trial, Derbyshire. Start 2 p.m. Plaisance Yacht Club Car Park, Wilford Road, W. Bridgford
Plymouth M.C. Trial, Devon.

Severn Valley M.C. Trial, Wrekin.
Gosport A.C. Trial, Gosport.

North Midland M.C. Kitching Trophy Trial, Derbyshire. Start 11 a.m. Eagle Hotel, Buxton.

M.C.C. Opening Run, Commonwood House Country Club, nr. Sarratt, Herts. 2 p.m. onwards.

27th February. *Start of Paris-St. Raphael International Rally.*

Club. The Trial starts from the Bay Horse Hotel, north of Garstang on A 6, and finishes at Heaves Hotel, Kendal. Regulations and entry forms are available from Ken Fleuriot, 128 Firegate, Preston.

* * *

LAGONDA NIGHT RALLY

Third Annual Event in March

THE Lagonda Car Club will be holding their Annual Invitation Night Navigation Rally on 17th/18th March next. The event is primarily a test of map reading and driving. Sheet 159 of the 1 in. Ordnance Survey Map, new popular edition, being an essential requirement. Invited clubs are Bentley Drivers, Riley, Lancia, Aston Martin, V.S.C.C., M.G. and Hants and Berks, and the start is at the King's Arms, Stokenchurch, between High Wycombe and Oxford, the first man leaving at 8.30 p.m. The course is divided into two sections by a secret check and finishes up after a

final driving test at that familiar venue, the Lambert Arms, Aston Rowant, first arrivals being expected at around 4 a.m. This event is of decidedly sporting nature, and "rough clothing and a sense of humour are advised".

* * *

LEICS C.C. RUN

THE search for "Shy Nurse Merry", announced as the title of the run organized by Messrs. O. F. Williams and W. R. Yates, of the Leicestershire Club, proved to require a knowledge of nursery rhymes—a fact realized by those who had troubled to solve the anagram in the title.

Some 16 cars appeared at the start in spite of a blinding snow-storm, which seemed to upset the marshals more than the competitors. A route through East Leicestershire brought competitors finally to the "Old Mill" at Cossington. Prize-winners were H. H. Mayes, G. Waddington and P. Simmonds.

* * *

SOUTH ESSEX

NIGHT NAVIGATION TRIAL

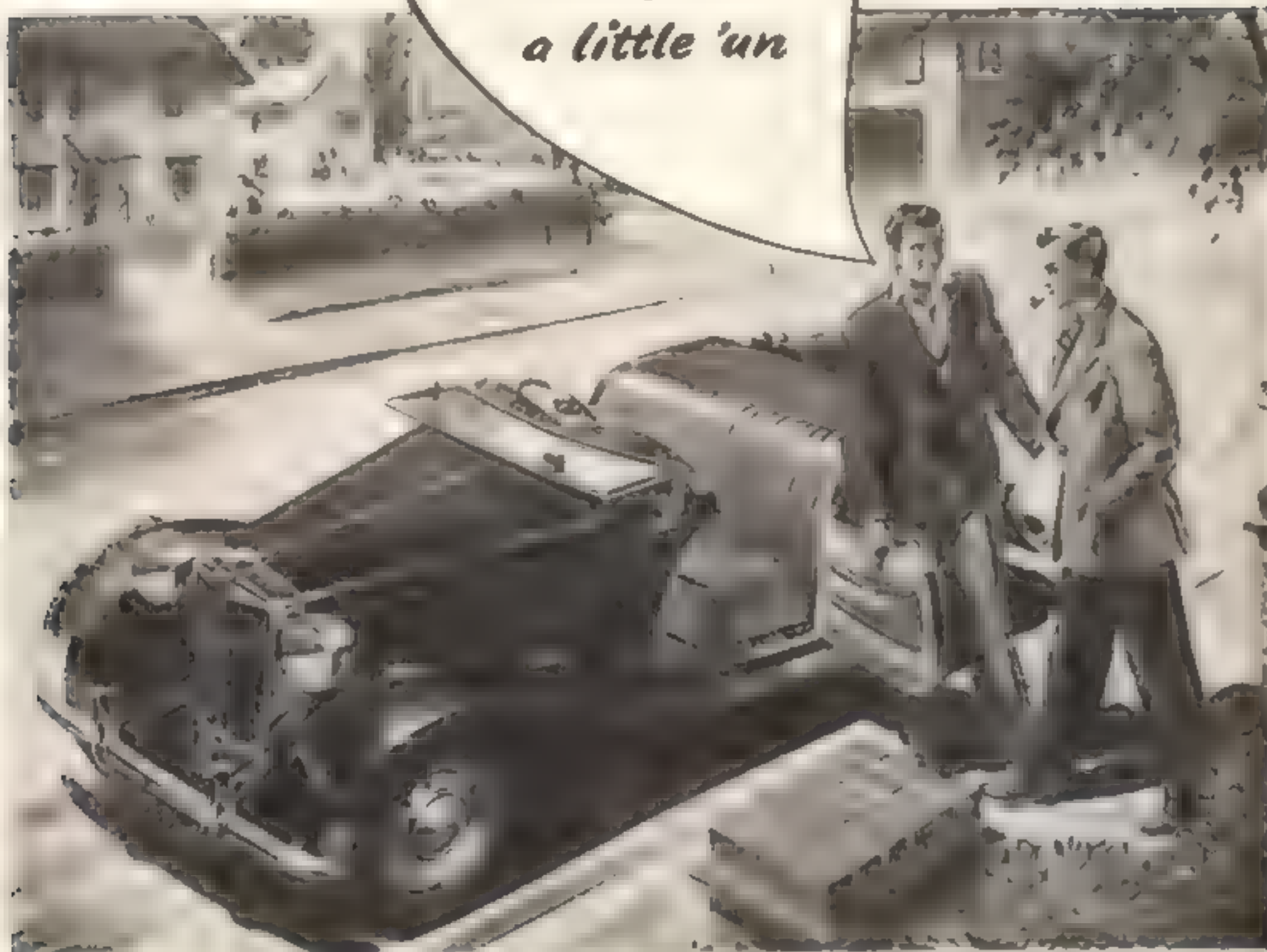
THE recent "Owl Hoot" Night Navigation Trial run by the South Essex M.C. was a huge success and in spite of an inky-black night, driving winds, rain and floods, some 60 members and friends with their cars took part. The course took competitors through a tortuous road circuit as far north as the Crouch and as far east as Shoeburyness. The fierce weather conditions made it difficult to maintain correct average touring speeds and map reading, but in spite of these hazards there were only two retirements. Members gathered afterwards for a midnight supper and departed eventually for their homes in the early hours of the morning over roads which had become ice-bound. The best performance was put up by Euan Steele in his Humber Hawk and he now holds the Ives Cup for 1951.

The Club has now completed its first year of life and at the annual dinner last week an encouraging programme was forecast for 1951. A branch of the B.R.M.A. has been formed and it is hoped to stimulate interest in the district to support this

Continued on page 252

MG PLUS★
FEATURES
IN ACTION

*You'll find
she's quite
roomy for
a little 'un*



She's a sturdy sports car, the Midget — and now the body is wider and the seating is roomier and more comfortable. Notice those new luxury fittings, too, the radio cunningly built into the glove box (that's an optional extra), the re-designed fascia panel mounted in good looking leathercloth, the increased luggage space. And the bodywork is a delight...no wonder the T D Midget is Hollywood favourite.

★ 4 standard extra items at only £100 on the T D series
MG Midget's important plus points include:

• Improved steering and wheel operation
• Power windows and doors
• Power lock and alarm
• Extra parking lights
• Right hand drive and left hand drive

and remember its grand sporting record

1000 cc 1600 cc 1800 cc

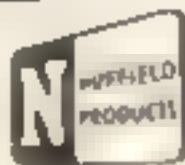
1.1 litre saloon

THE PLUS FEATURES



MIDGET

THE M G CAR COMPANY LIMITED, SALES DIVISION COWLEY OXFORD
London Showrooms: University Motors Ltd., Stratton House, 30 Piccadilly, W.1
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1



Safety fast!

News from the Clubs—continued

venture. Publication of the Club magazine *Full-Bore* is to be maintained and it is hoped that more photographs will be received from members this year.

Hon. Secretary of the Club is Eric Pearson, 13 Orsett Road, Grays, Essex.

* * *

BOLTON-LE-MOORS DRIVING TESTS

THE Bolton Rally Driving Tests will be staged by the Bolton-Le-Moors C.C. on Sunday, 18th March, at Rivington, near Bolton, starting at 11 a.m. The following clubs are invited:—Lancashire Automobile Club, Lancashire and Cheshire Car Club, Yorkshire Sports Car Club, M.G. Car Club (N.W. Section).

The conception of the event shows great enterprise. Of the tests arranged, some will be as nearly as possible similar to the tests in international and other rallies run during the past two years. Others will be new but of the type likely to be encountered on rallies. *AUTOSPORT*'s lips are at the moment Baldwinized regarding one feature likely to cause delight as well as dismay. All will be run over ground that can in no way damage the lowest of lowhung sports cars. Altogether, this Bolton event should provide a first class canter for ambitious rallyists, whether expert or novice. That arch-enthusiast George Smith has laid it on. Regulations are available from G. W. Altham, 20 Rydal Road, Heaton, Bolton, who is Secretary of the Meeting. On the evening prior to this (17th March) there will be a Hot Pot and Social Gathering at the Conservative Club, Turton, at which Ian Appleyard and Jack Reece will be guests.

* * *

M.G. CAR CLUB (N.E. CENTRE) WEEK-END PARTY

ON Saturday, 17th March, the North-Eastern Centre of the M.G. Club will gather at Monk Fyston Hall for its popular week-end party. The evening will be taken up in dining, dancing and jollity, and a gymkhana is being laid on at the acrodrome at Sherburn-in-Elmet for the following day, starting at 1.30 p.m. This party was so popular last year that members have

been talking about it ever since, and bookings are likely to be heavy. Evening dress will be worn during the appropriate hours. The Hon. Sec. is H. D. Pounder, Wakefield Garages Ltd., Market Street, Wakefield.

* * *

IMPORTANT IRISH SPORTING TRIAL

ON 3rd March, the Leinster M.C. will hold their Lincoln and Nolan Cup Trial in County Wicklow. The across-country course over approximately 35 miles is in the Killough, Laragh and Glencree area, and the start, at 2.30 p.m., is from Killough, Rocky Valley. Incorporated in the trial is the team contest in which teams of four to six drivers may compete against the Leinster M.C. team for the Leinster Challenge Plaque and replica.

No saloons may take part. Entries (members and non-members) must reach the Comp. Secretary, at 27 South William Street, Dublin, before Wednesday, 28th February.

* * *

NORTH MIDLAND ANNUAL DINNER

THE North Midland M.C.'s Annual Prize Presentation and Dinner/Dance will be held at the Rising Sun Hotel, Bamford, Derbyshire, on 9th March, at 7 p.m. until 1 a.m. Jimmy Hart, Master of Ceremonies, will welcome all members and friends. Tickets (15s. each) are strictly limited so early application is desirable and should be made to:—T. C. Harrison, 53-61, London Road, Sheffield, 2.

Will award winners please make a note of this date and make every endeavour to attend?

* * *

NORTH STAFFS M.C.—A.G.M. AND RALLY

AT the Annual General Meeting held on the 5th February, the Club's first months were reviewed, and everybody agreed that a really good start had been made. The officers for 1951 are as follows:—Chairman: L. J. R. Taylor; Hon. Treasurer: T. Day; Hon. Secretary: J. H. Greenwood; Committee: A. P. Hitchings, A. P. Wright, K. H. Downing, A. R. J. Pepper, T. N. B. Leadnetter, E. Shenton.

The entry for the Club's Burn-

ham-on-Sea Rally on 3rd/4th March was over-subscribed four days before the closing date, and on the programme will figure such names as Nigel Mann, C. Heath, John Buncombe, John James, David Porter, John Miller, David Munroe and Peter Collins, with some very exciting motor cars. The Reece's Ford Anglia, which won its class in the Tulip Rally, and did so well in the Monte Carlo, will be driven by Francis Penn, as Peter Reece will be busy getting married that week-end.

Secretary of the Meeting, Alfred Hitchings, has found the authorities at Burnham-on-Sea full of enthusiastic co-operation. There are five starting points for this Rally, namely Newcastle (Staffs), Shrewsbury, Uttoxeter, Bristol and Warwick. The first crews will leave at approximately 8 o'clock on Saturday morning the 3rd, from those towns. Odometer readings will be taken at the start and finish, and although a tolerance of 5 per cent. will be allowed, short cuts involving deviation from the given routes will entail exclusion from the results. One rally at least springs to mind in which such a ruling might have had a shattering effect! The full road section will have to be covered at 30 m.p.h. with a tolerance of only five minutes. One of the main features will be a timed climb of Prescott Hill, which will have to be made with a given allowance for each class. This time will be well (say the regulations), but not easily, within the capabilities of each car. It is hoped that the last car will reach Burnham-on-Sea by 5 o'clock on the Saturday afternoon. Driving tests will take place between 9.30 and 11.30 on Sunday morning on the Esplanade.

* * *

A.C.O.C.'s SECOND BIRTHDAY

THE A.C. Owners' Club is now two years old and its second year of existence is notable for a 70 per cent. rise in membership, the total now has reached the 160 mark. The Annual Dinner, which took place at the Casino Hotel, Hampton Court on 7th February, saw a last minute rush for tickets and many, unfortunately, had to be refused. Future events include the Night Navigation Trial on 10/11th March and the A.G.M. on 28th March.

More Club News on page 256.

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News from the Clubs—continued.

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MEETING

THE Midland Motoring Enthusi-
asts' Club Meeting at Silverstone
on 30th June will be on a Closed
Invitation basis, and will cater for
sports, racing and closed cars. The
races will be over short distances,
and will include a five lap event for
cars between 500 and 750 c.c., under
the 750 Motor Club formula. There
will also be 500 c.c. races, and handi-
cap events as in previous years. The
M.M.E.C. Trophy will be awarded
for the Best Time of the Day, and
there will be special awards for Vin-
tage cars in the sports and racing
classes.

LAGONDA C.C. A.G.M.

SIXTEEN Lagonda Car Clubmen
turned up for the A.G.M. in
London on 7th February, the Chair-
man, Bob Freeman Wright, express-
ing the hope that this small
attendance implied confidence rather
than apathy. The Committee was
re-elected with the addition of Mr.
Dennis King, new editor of the
Club organ, *The Lagonda*. Mr.

Charles Elphinstone replaced Major
Cree as Treasurer, the latter wishing
to devote fuller time as Comps.
organizer.

The Chairman announced that the
Club would co-operate closely with
the 2-litre Register in 1951, the
Club staging events requiring R.A.C.
permit and the Register running
two rallies, one at Hindhead on
21st April and another in the North,
at Buxton, on 16th June.

CLUB FIXTURES

B.R.D.C.—Stag Film Show, 23rd
February.

Mid-Cheshire C.C.—Club Night,
23rd February, White Barn Hotel,
Cuddington.

Lancia M.C.—Film Show, 24th
February, Abbey Hotel, N. Cir-
cular Road, N.W.10. 8 p.m.

Midland M.E.C.—Route-finding
competition, 25th February, start,
The Talbot, Hartlebury. 2.30 p.m.

Leics. M.C.—"Noggin and Natter",
28th February, Airman's Rest.
8 p.m.

Cambridge Univ. A.C.—Annual
Dinner, 3rd March, University
Arms, Cambridge.

Midland M.E.C.—Monthly meeting.
(Talk by Austin May), 7th March,
Red Lion, Birmingham. 8 p.m.

Sheffield and Hallamshire M.C.—
Signpost Hunt, 24th February,
start, Devonshire Arms Hotel,
Baslow. 6.30 p.m.

Sporting Owner Drivers' Club.—
Film Show (Shell "Royal" Silver-
stone) and talk by W/Cdr. Frank
Aikens, 23rd February, Chequers
Hotel, Whipsnade, 7.30 p.m.

Morgan 3-Wheeler Club (Midland
Group).—Film Show, 24th Feb-
ruary, Barley Mow, Droitwich.
Worcs., 8 p.m.

Morgan 3-Wheeler Club (S.E.
Group).—Map reading competi-
tion, 25th February, Newlands
Corner, Guildford — Dorking
Road, 11 a.m.

Bentley Drivers' Club (Mid-West).—
"Noggin and Natter", 24th Febru-
ary, The Phoenix, Hartley Wintney,
Hants.

A.C. Owners' Club.—Meeting and
Film Show, 28th February, "The
Royal George," Bristol Gardens,
Maida Vale, W.9, 7.30 p.m.

B.A.R.C. (Yorks Centre).—Film
Show, 1st March, Parkway Hotel,
Otley Road, Leeds.

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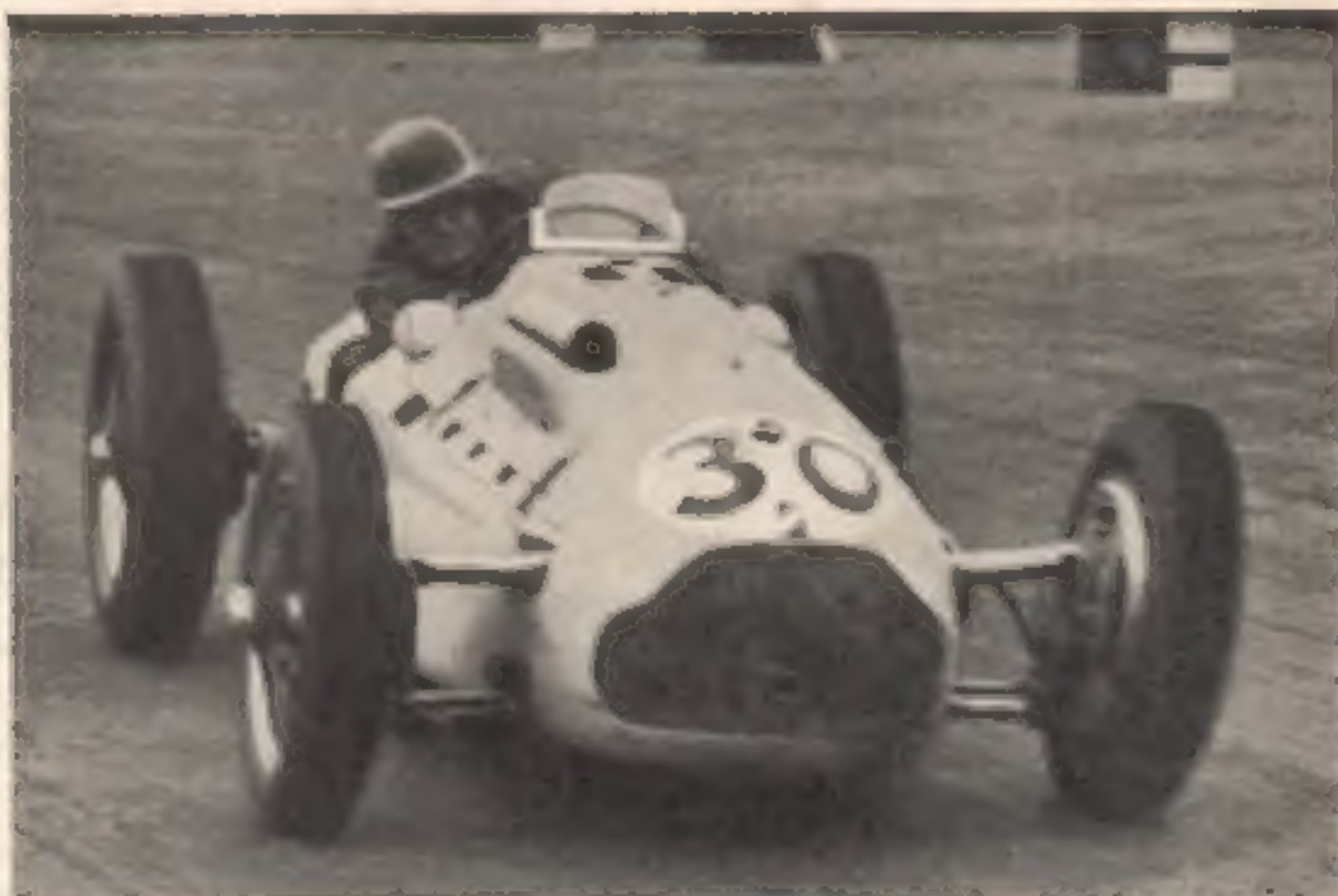
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